

# THE ILLUSTRATED LONDON NEWS

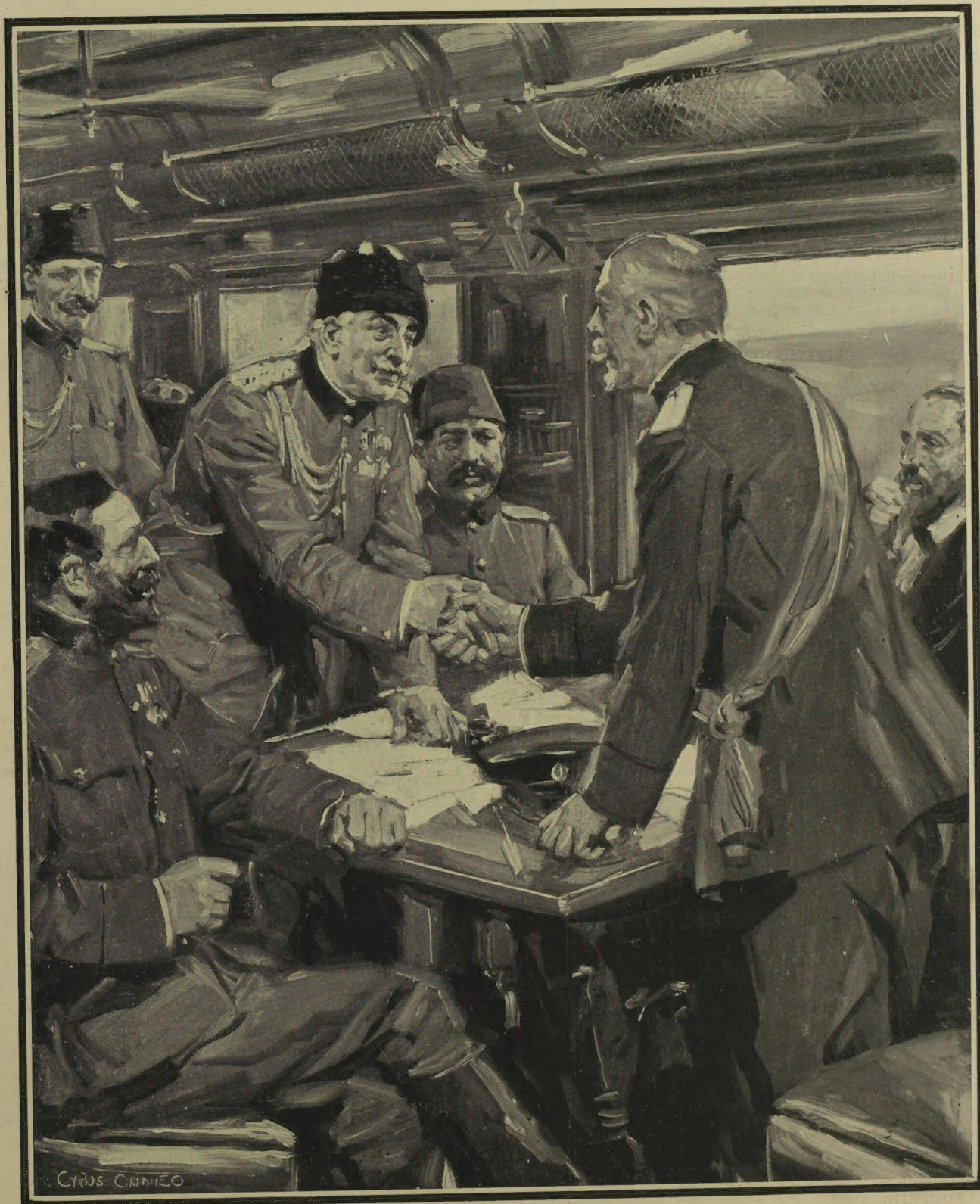
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THE DINING-CAR ARMISTICE AGREEMENT NEAR THE TCHATALDJA LINES: NAZIM PASHA, COMMANDER-IN-CHIEF OF THE TURKISH ARMY, AND GENERAL SAVOFF, LEADER OF THE BULGARIANS IN THE FIELD, SHAKING HANDS AFTER THE SUSPENSION OF HOSTILITIES HAD BEEN DECIDED UPON.

For more than ten days the council in the wagon-like dining-car had continued. Point after point had been contested by the Turks and conceded by the Allies. On the question of Adrianople and its influence upon the re-equipping of the Bulgarian troops by way of the railroad, Nazim Pasha seemed adamant. This was a concession that all the persuasive powers of Dr. Daneff could not drag from him. It seemed that the

negotiations must fail. Then suddenly a compromise softened the firmness of the Turkish marshal. Dr. Daneff seized upon it. "Then we are agreed," he cried across the narrow table. General Savoff grasped Nazim Pasha's hand and the armistice was a *fait accompli*. A dining-car was an appropriate scene of discussion, for well-served luncheons sent from a Constantinople hotel were a feature of the proceedings.

DRAWN BY CYRUS CUNEO, R.O.I., FROM A SKETCH BY A CORRESPONDENT.



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## DEATH.

FARMER.—On November 23, 1912, at 1, Chelsea Court, Chelsea Embankment, Julia Dymond-Fallon, widow of the late James Farmer, of Brownhills, St. Andrews, Fife.

## BOOKS FOR GIRLS.

LAST week we noticed a number of new illustrated books for boys, of the kind always much in demand as Christmas presents, and of which the supply is equally abundant. This week we turn to similar books suitable for girls.

Taking first, among those which we have received, books of a more "grown-up" character, by authors of repute, we must draw attention to a charming edition of Mrs. Gaskell's "Wives and Daughters" (Herbert and Daniel), with a preface by Thomas Scoccombe, and excellent illustrations (eight of them in colour—many others in black-and-white) by M. V. Wheelhouse. Mr. Scoccombe describes the book as "one of the most perfect and profoundly interesting English novels ever written." Many will agree with him, and they could not possess it in a more attractive form than this. "Delfina of the Dolphins," by Mary Argyle Taylor (Fifield) is not specifically a girls' story, any more than "Wives and Daughters." It is a sad but inspiring little tale of a modern Roman girl whose love ends in tragedy, but who finds consolation in conducting a tapestry factory on lines of art and philanthropy, rejecting a princely suitor. The story appeared in the "Vineyard," a magazine devoted to the literature of peasant life, and is in keeping with its ideals. "Delfina of the Dolphins" is not illustrated. A book of a very different type is "Sweethearts at Home," by S. R. Crockett (Hodder and Stoughton), which is by way of being a sequel to the same author's "Sweetheart Travellers." It is a book of rare charm, and simply bubbles over with joyous, irresponsible humour. "Sweethearts at Home" is not so much a story as a series of rambling rural sketches and whimsical rallery, full of fun and high spirits. The illustrations, in colour, are by C. E. Brock. "Angélique" (Le P'tit Chou), by Constance Elizabeth Maud (Duckworth), is an amusing account of the life and conversation of a smart little Parisian child of five years old, of a precocity past belief to the average English mind. The author's method of conveying a French flavour by writing English in French idioms is carried rather too far. Although the heroine is of tender age, the book is one for older readers to enjoy. A great contrast to the words and ways of Angélique is the life of slum children told, in the form of a story, in "What the Other Children Do," by Elizabeth Grierson (Black). The book, which is illustrated by photographs, describes the work at a settlement in a large manufacturing town, as it appeared to two well-to-do children. Another book with a more or less serious purpose is "Where Duty Calls" (Stanley Paul), a collection of "records of courage and adventure for girls," by various writers, edited by Alfred H. Miles. It contains a large number of exciting stories of brave deeds and perilous adventures. "The Girls' Budget of Short Stories" (Nelson), edited by Jean M'Intosh, has not, like the previous book, any particular moral quality like courage as a central motive, but is more calculated to act as a stepping-stone to literature, as it contains, among others, tales from Homer, Spenser, the Norse sagas, and the Arthurian legends, as well as historical stories.

Next we come to a batch of stories of girls' school life. One, "A Runaway Princess," or "H.R.H. Smith at School," by Dorothea Moore (Partridge), tells of a little foreign princess who, tired of Court restraint, ran away and became plain Molly Smith at an English boarding-school, with surprising results. It is the Ruritanian manner applied to a school story, and with much success. The illustrations are in colour. Two other interesting and amusing school stories are: "The Girls of St. Ursula's," by M. B. Manwell (Partridge), and "Curiosity Kate," by Florence Bone (Partridge). Girls who have outgrown school interests generally prefer, in fiction, stories of domestic life in which, of course, love plays a leading part. Some new books of this type, of a sound and healthy tone, and with a not too obtrusive religious element, are published by the S.P.C.K. We have received from them, for example, "Marlowe's Farm," by Lucy M. Parker, "Aunt Pen," by L. E. Tiddeman, also "David's Diaconate," by Jessie Challacombe, and "Pastor Oberlin," by M. Brampton. All these four are illustrated in colour.

No doubt the tastes of girls in reading are as divergent as those of grown-up people, and our heading may, therefore, be held to cover several books which cannot be grouped under any particular classification. One that falls to be mentioned here is a story of some little English girls' adventures on an Indian frontier, where one is carried off to the palace of a rajah. The book in question is "Tota," by Mrs. Hobart Hampden (Macmillan)—Tota being the rajah's small son. The illustrations are by Alice Woodward. "The Two Troubadours," by Esmé Stuart (Smith, Elder), is "in some sense a sequel" to the author's previous book, "Harum Scaram," the troubadours being the twin sons of the heroine of that story. A very pathetic interest attaches to the little story of "Molly and Margaret," by Pat (Longmans), for, as we learn from the introduction by Mr. W. H. Hudson, the book is itself the work of a little girl who was "an invalid from infancy, suffering from incurable heart trouble and other ailments," and who died young. Yet she was a very happy child, and Mr. Hudson's little memoir gives a very endearing picture of her, which of itself makes this book memorable. The story itself is a nursery tale, in which dolls and toys, as well as their owners and other human beings, figure. "The Green Door," by Mary E. Wilkins (Gay and Hancock), is a quaint little story about a little American girl and boy who find themselves, in a kind of dream, living with their ancestors in the past in a log cabin, and fighting Red Indians. The story, which is quite short, is vividly told, and has good illustrations in colour.

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## PARLIAMENT.

WITH the close of the Committee stage of the Home Rule Bill the House of Commons feels a sense of relief. Although the amendments for discussion have been carefully selected by Mr. Whitley, the calmest, coldest Chairman who ever sat at the table, the guillotine has prevented the consideration of a great many important questions, and at the same time, while criticism has been patient, searching, and indefatigable, the House has become bored by the business. Few memorable amendments have been made on the Bill with the exception of the concession to Liberal dissentients on the subject of Customs and Excise, and the opposition of Unionists has not been in the slightest degree modified. Irish Members have been very restless and uneasy under the restrictions on the cattle trade in consequence of foot-and-mouth disease, and the subject has embarrassed the Nationalist leaders in their relations with the Government. They have had a sympathetic friend in Mr. T. W. Russell, the Vice-President of the Irish Agricultural Department, but they have considered Mr. Runciman, the head of the English Board, much too stiff and stringent in his precautions against the importation of disease. The latest grievance of Scottish Radicals, on the other hand, has been on the sentimental theme of New Year's Day. A considerable number of them signed a memorial objecting to the reassembling of the House on Dec. 30, but Mr. Illingworth, the Chief Ministerial Whip, has declared an extension of the Christmas recess (which begins on the 20th) to be impossible, and has sought to turn away their wrath by inviting them to supper on the night of the 31st! A glow of Imperial feeling has been produced in the House by the Canadian offer of battle-ships. There were cheers, specially marked on the Unionist side, when the Prime Minister stated that the ships would be additional to the existing programme.

## THE VITAL QUESTION OF THE NAVY: SHIPS AND MEN.

(Our Supplement.)

NAVAL affairs have come very much to the front recently, and we need make no apology for devoting the whole of our Supplement this week to that subject. The War in the Near East, with the shadow in the background of the possibility of a greater war which might arise out of it, has brought home to all the constituent nations of the British Empire the vital importance of the Navy if that Empire is to be maintained intact, and if, further, the Overseas Dominions are to exist in security and independence. Their rulers have realised that the Mother Country can no longer bear the whole burden of keeping up the Navy, and they have shown a friendly emulation in making offers to assist her. Then again, the peril of German naval competition is being more and more realised. The situation was put very clearly and forcibly by the Canadian Premier, Mr. Borden, in his speech proposing Canada's £7,000,000 contribution to the Navy. The illustrations in our Supplement all bear upon these questions. They include a portrait of Mr. Borden, and various photographs of British and German war-ships. Another recent event of naval interest was the appointment of Prince Louis of Battenberg (whose portrait we also give) as First Sea Lord of the Admiralty. He has attained his high position in the Navy by over forty years' hard work.

## "EVERYBODY'S DOING IT," AT THE APOLLO.

THAT brisk and merry revue of Messrs. George Grossmith and C. H. Bovill's concocting, "Everybody's Doing It," which has proved so popular at the Empire Theatre, is now being run as a musical comedy, so to say, at the Apollo—the Follies are at once making way for and replacing this entertainment. In its new surroundings it goes as well as ever, thanks to the lightning pace with which its numerous turns are taken, and to the energy of a cast that seems restlessly and irresistibly high-spirited. Miss Unity More as Bunty, Mr. Fred Farren as the police constable, Mr. Farren Soutar and Mr. Robert Hale in many disguises, keep the ball of fun always rolling, and there are other performers, such as Miss Ida Crispi, Mr. Scott Russell, and Mr. Fred Payne (delightful in his imitation of his Gaiety namesake), who deserve almost equal gratitude for their exertions. At the Apollo, of course, the revue has to be produced on a smaller scale, as far as setting is concerned, but the costumes show up as picturesquely as ever, and it makes quite a full evening's entertainment by itself, though the programme also contains the arresting little drama, "After the Opera," with Miss Evelyn D'Alroy, Mr. Owen Nares, and Mr. Robert Pateman in the chief parts. The Apollo's new bill ought to find great favour.

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BY G. K. CHESTERTON.

THE mutiny of the prisoners in the model-prison seems to be great fun. It is almost as pleasing to a polished and benevolent mind as the strike of the workmen in the modern Garden City. These paradises made by the philanthropist do not seem altogether to exclude the serpent. I fear it will not be easy to have model prisons until we have model prisoners (not to say model policemen and warders); or, in other words, until we deal only with such human beings as may like or understand that particular model. The philanthropists might get on in their own prison all right: and I think there is a great deal to be said for putting them there. Let us keep these places specially for such crimes as are committed by some philanthropists; such as usury, fore-stalling, cornering, rigging the market, and generally oppressing the poor. Then they would show us how their rules and methods were really meant to be accepted and pursued; and some of them—who knows?—might really become less wicked under their favourite curative detention. But for ordinary human beings, whether wicked or virtuous, their system does not seem adapted to soothe or satisfy; and when the criminologist begins to be humane, the criminal appears to answer with a pretty violent exhibition of being human.

Of course, it is all the strange materialist blindness to the human soul. Why, for instance, do our prison reformers seem to imagine that the chief or sole human pleasure is washing? They take away a man's house and his money, and his clothes and his wife and his children, and his beer and his friends, and his freedom and his self-respect; and then they seem to expect him to be perfectly happy with a lot of hot and cold water-pipes. They call the dining-room drunkenness, and the drawing-room, extravagance, and the smoking-room, indecency; and they lock up man for all future ages in the bath-room. He finds that the Rights of Man, for which he fought a century ago, have been narrowed down to one right: the right to be groomed like a horse. He asks for bread, and he receives a cake of soap.

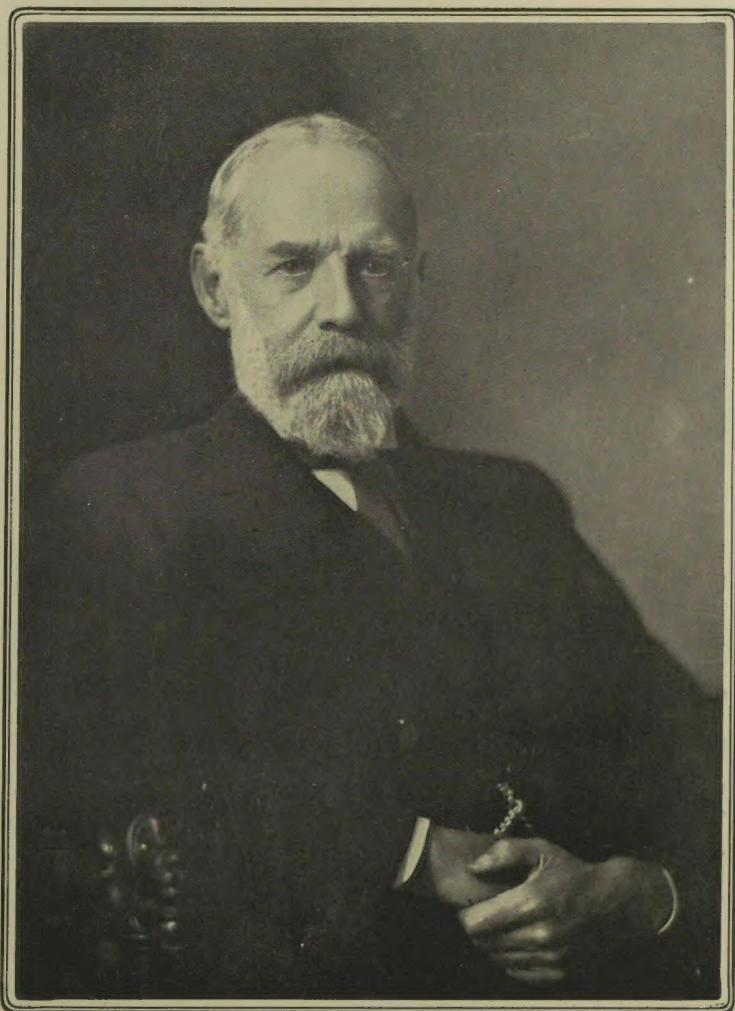
Now this is because these foolish people who talk about "better conditions" seldom ask themselves what they are doing and never why they are doing it. They like the smell of soap; for all I know, they may like the smell of soap-boiling; but they go by tastes and associations. They never think why men, or even why they themselves, value the idea of cleanliness so much. Now the civilised dislike of dirt rests upon two prime reasons. The first is that dirt in an extreme may involve disease: but this is not the working motive with most cleanly people. Such physical punishment would be a very remote and uncertain punishment; and it could practically be avoided with far less washing than the ordinary lady or gentleman generally considers necessary. As so often happens in human life, the really practical

reason is the poetical reason. The gentleman generally washes himself because there is something consonant to the idea of dignity, and of being in the higher sense a human being, about carrying nothing about with you but yourself and such clothes as you have chosen; and something consonant with the idea of abasement and of being semi-bestial about emerging from the mire and carrying about on you the clay of the trampled earth. There is also—especially strong, I think, in educated women—an idea

on as inspiring it. You cannot produce a miracle like Venus rising from the sea merely by suddenly throwing a coal-heaver into it. You cannot simply tip a burglar into the bath and turn the taps on him in the hope that he will come out in a moral glow. And if you cannot thus abruptly preach the dignity of washing to men whose dirt is at least as free a choice as the gentleman's cleanliness, it stands to common-sense that you cannot preach it thus to people whom you are not permitting to choose freely at all.

The whole of the feeling you wish to instil is the self-respect of a free man; and it stands to reason that you cannot do it to a man whom, however, justifiably, you have just turned into a slave. It will not do him any particular spiritual good merely to be washed. To want to be washed might be a sign of spirit reviving in the dull or half-dehumanised person; but then it is the whole definition of his position that he cannot have the things he wants. A scene of convicts clamouring for baths, and prison doctors sternly forbidding them, might really be a symbol, though only a symbol, of some moral resurrection. But so far as there is anything moral at all in the sentiment of ablution, it is simply the sentiment of freedom: freedom from dirt and alien matter and an incongruous past. And you really might as well put a man in a padded cell with a gold crown on, or have heroic statues outside the prison of all the convicts who were doing hard labour inside, as suppose that by scrubbing a man you can convince him of his pride in his humanity and the possession of his body.

Cleanliness, although thus connected with a moral truth, is not full and complete enough to be a moral virtue in itself: and much more harm has been done by the exaggeration of it out of its place in life than by the corresponding exaggeration of the physical virtue of courage. The two classes of people in history who put ablution into the first rank of virtues have been the Pharisees and the English aristocrats. Both had eminent virtues; and I think an evening paper was observing recently that the Pharisees had been very unfairly used. The temptation to ask "By whom?" may be counted sacred or profane according to the taste of the reader. But I think, in any case, it will not be unfair to say that the Pharisees were found somewhat unprepared for important developments; and I have heard the same thing alleged of the probable action (or inaction) of the English aristocrats. Nevertheless, when all this is said, it remains true that purification by water is in some way connected with an idea of personal integrity and self-renewal: and it is proved by the fact that almost all religions have some ceremony of baptism or lustration. It is merely against the superstitious exaggeration of this religious sense that I here protest. Compulsory baptism for convicts, with no creed or prayers, seems to me a hopeless project for the purification of the world.



FAMOUS SON OF A MORE FAMOUS FATHER: THE LATE SIR GEORGE DARWIN.  
PROFESSOR OF ASTRONOMY AT CAMBRIDGE. SON OF CHARLES DARWIN.

George Howard Darwin, who was the second of the five sons of Charles Darwin, was born at Down, Kent, on July 9, 1845. His father sent him to school at Clapham under the Rev. Charles Pritchard, a pioneer of scientific education, and afterwards Professor of Astronomy at Oxford. George Darwin went later to Trinity College, Cambridge, and was Second Wrangler and Smith's Prize man in 1868. Later, he was called to the Bar, but returned to Cambridge to pursue scientific research, and in 1883 was elected Plumian Professor of Astronomy. Next year he married Miss Maud du Puy, daughter of Mr. Charles du Puy, of Philadelphia. He was knighted in 1905, the year in which he presided over the British Association. Sir George Darwin's collected scientific papers were published in 1907. Most of them were written for learned societies, but his more popular book on "Tides and Kindred Phenomena in the Solar System" has become a standard work. He was also an authority on planetary orbits and on the past relations of the earth and moon, which, he calculated, formed one body about fifty-seven million years ago.

of renewal; of beginning the day or any definite part of the day with a freshness worthy of the daybreak. Now it will be noted that this symbol, like all semi-religious symbols, is strong enough to carry out its own idea, but not strong enough to create it. It is a symbol, and not a sacrament. It satisfies the sentiment when it is there: it cannot be reckoned



## SHEATHING THE SWORD AND SILENCING THE GUNS IN THE NEAR EAST: THE ARMISTICE DELEGATES FACE TO FACE.

DRAWN BY S. BEGG FROM A SKETCH BY LIONEL JAMES.



THE FIRST MEETING BETWEEN THE RIVAL COMMANDERS-IN-CHIEF AT THE VILLAGE OF BAHCEISKEUY, ALMOST EQUIDISTANT FROM THE HOSTILE OUTPOST LINES:  
GENERAL SAVOFF AND NAZIM PASHA GREETING ONE ANOTHER.

After several days of pourparlers between the parlementaire officers sent out by the Turks and the Bulgarian General Staff, it was arranged that the rival commanders-in-chief should meet at the village of Bahceiskeuy, which lies in the Karasu valley, almost equidistant between the hostile outpost lines. Each General, attended by staff officers and orderlies with white flags, rode down to the neutral tryst-ground. The Turks were the first to reach the appointed place. Nazim Pasha, attended by Pertiev Pasha and a single aide-de-camp, advanced and awaited the advent of General Savoff. The Bulgarians were not far away, and

the little knot of staff officers in grey overcoats were soon seen approaching. The Bulgarians walked rapidly up to the group of Turks, and then the rivals gravely saluted. The Generals shook hands, and immediately the *politesse turque* asserted itself, and cigarette-boxes were passed round. It was agreed that for further deliberations a train should be requisitioned. It was also decided that Bahceiskeuy should be the recognised meeting-place for the parlementaires. Thus this quaint and dirty little half-Greek, half-Turkish village became the scene of the momentous armistice which it is hoped will develop into the Treaty of London.





Photo, Record Press.  
**COUNT TERAUCHI.**  
Mentioned as likely to be the new Premier of Japan.

#### PORTRAITS AND PERSONAL NOTES.

AS a result of a recent Cabinet crisis in Japan, it became necessary to select a new Prime Minister. The Genro charged with making the appointment sat in conclave for several days without coming to a decision. Among

the names mentioned in connection with the appointment were those of Count Terauchi, Prince Katsura (an ex-Premier), and the Marquis Matsukata. The two latter, however, have practically retired from political life. Count Terauchi, it was said, would meet with opposition through his attitude in regard to the Korean army.

Universal regret is felt in the Navy for the ill-health which compelled Sir Francis Bridgeman to resign his position as First Sea Lord of the Admiralty. In that office he is succeeded by Prince Louis of Battenberg, of whom a portrait is given on another page. Sir Francis Bridgeman, before taking up his duties at the Admiralty about twelve months ago, had been for some months in command of the Home Fleet, and he held that most important post also from 1907 to 1909. He entered the service in 1862, and attained flag rank in 1903. Through his mother, he is a grandson of the fifth Earl Fitzwilliam.

Vice-Admiral Sir John Jellicoe, who succeeds Prince Louis of Battenberg as Second Sea Lord of the Admiralty, has been latterly in command of the Second Division of the Home Fleet. He has been at Whitehall before, as Third Sea Lord and Controller of the Navy. From 1905 to 1907 he was Director of Naval Ordnance. In 1882 he served in the Egyptian War. Eleven years later he was in the great disaster to the *Victoria*, of which vessel he was Commander. In 1900 he commanded the Naval Brigade during the siege of the Peking Legations.

Sir John Compton Lawrance had been a Judge of King's Bench for over twenty years. He was called to the Bar at Lincoln's Inn in 1859, and became attached to the Midland Circuit, attending sessions at Nottingham and Derby, and in Lincolnshire. In 1877



Photo, Russell, Southsea.  
**VICE-ADMIRAL SIR JOHN R. JELlicoe.**  
Appointed Second Sea Lord of the Admiralty, in succession to Prince Louis of Battenberg.



Photo, Russell, Southsea.  
**ADMIRAL SIR FRANCIS BRIDGEMAN.**  
Who recently resigned the post of First Sea Lord of the Admiralty, owing to ill-health.

he took silk, and two years later was appointed Recorder of Derby, an office which he filled for ten years—that is, until he was raised to the Bench in 1890. During practically the same period (1880 to 1890) he sat in Parliament, as a Conservative, for South Lincolnshire.

St. James's Palace has been the scene of many historic events, but probably no history has been made within its walls of wider import than that which will result from the deliberations of the Balkan Peace

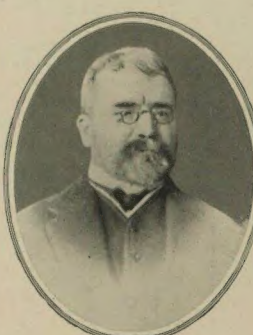
sense, as has been remarked, "the capital of Europe." Still more applicable will be that title if the proposed conference of

Ambassadors also takes place here, for the peace of Europe may possibly hang on the results of these two most important conclaves. Of the foreign statesmen deputed to come to London to represent their country at the Peace Conference, one of the most interesting is the Greek Premier, M. Venezelos, who is generally regarded as the moving spirit in the

Photo, Elliott and Fry.  
**THE LATE MR. JUSTICE LAWRENCE.**  
Judge of the King's Bench Division of the High Court.



Photo, C.N.  
**OSMAN NIZAMI PASHA, TURKISH AMBASSADOR AT BERLIN.**



Photo, L.N.A.  
**DR. DANEF, PRESIDENT OF THE BULGARIAN SOBRANYE.**



Photo, Havatt.  
**GENERAL PAPIKOFF, FORMERLY BULGARIAN MINISTER AT ST. PETERSBURG.**



Photo, Sport and General.  
**RESHID PASHA, TURKISH MINISTER OF AGRICULTURE.**

adhesion of Greece to the Balkan League. Another influential personality is that of Dr. Danef, President of the Bulgarian Sobranie, who has been very active of late in political missions to various capitals. His visit to Budapest a few weeks ago, and his favourable reception by Count Berchtold, the Austro-Hungarian Foreign Minister, were known to have had important results. Just before coming to London for the Conference, he visited Bucharest, where he arrived on Dec. 8, and was received in audience the next day by the King of Roumania. On the 10th he set out for London by way of Berlin and Paris. Another Bulgarian envoy to the Conference, General Paprikoff, has been attached to King Nicholas of Montenegro during the war, and set out for London from Cetinje. Some of the delegates are already well known in this

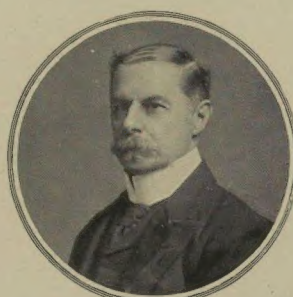
country, as, for instance, M. Joannes Gennadius, who has been Greek Minister in London since 1910. The Turkish Ambassador, Tewfik Pasha, declined to serve as the first Turkish Plenipotentiary at the Conference, and that position is occupied by Reshid Pasha, Minister of Agriculture. The second plenipotentiary is Osman Nizami Pasha, Turkish Ambassador in Berlin; and the third is General Salih Pasha, who



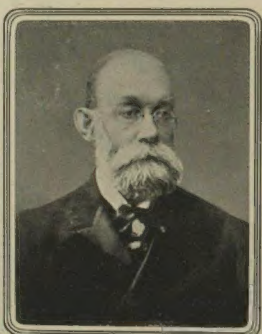
Photo, Stanley.  
**M. VENEZELOS, PRIME MINISTER OF GREECE.**



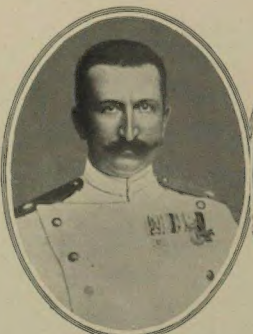
Photo, Böhringer.  
**GENERAL DANGLIS, GREEK CHIEF OF STAFF, MILITARY ADVISER TO THE GREEK DELEGATES.**



Photo, Elliott and Fry.  
**M. GENNADIUS, GREEK MINISTER IN LONDON.**



Photo, Sport and General.  
**M. STOYAN NOVAKOVITCH, EX-PREMIER OF SERBIA.**



Photo, Sport and General.  
**GENERAL BOJOVITCH, CHIEF OF STAFF OF THE SERBIAN ARMY.**



Photo, Boissouant and Tapovier.  
**M. VRSNICH, SERBIAN MINISTER IN PARIS.**



Photo, Sport and General.  
**M. ANDRA NIKOLITCH, PRESIDENT OF THE SERBIAN SKUPSTINA.**

#### MEN DEPUTED TO REMAKE THE MAP OF EASTERN EUROPE: LEADING DELEGATES AT THE PEACE CONFERENCE IN LONDON. ABOUT TO OPEN AT ST. JAMES'S PALACE.

It was arranged that the Peace Conference of delegates from the Balkan States and Turkey should open on December 14 or 16, at St. James's Palace. We give above photographs of several of the leading delegates. Illustrations of St. James's Palace will be found on another page.

Conference. The choice of London as the scene of the Conference is a tribute to the conciliatory statesmanship of Sir Edward Grey, and to the general attitude of impartiality and love of fair play shown by the British public, through the medium of the Press, by Red Cross aid, and in other ways, in regard to the Balkan War and the questions that arise out of it. During this Conference London will be, in a

was formerly Minister for War and Marine, and is now Minister of Public Works. In addition to those delegates whose portraits appear on this page, Greece is represented by M. Skoloudis (ex-Foreign Minister), Dr. Streit (Minister in Vienna), Professor Politis (Professor of International Law in the University of Paris), and Colonel Metaxas; Serbia by Colonel Pavlovitch, of the Headquarters Staff; and Bulgaria by M. Madjaroff.



# FOLLOWING HIS FATHER'S EXAMPLE: THE KING AT THE CATTLE SHOW.

AFTER THE PHOTOGRAPH BY ILLUSTRATIONS BUREAU.



INSPECTING EXHIBITS: THE KING, ACCOMPANIED BY LORD ROSEBERY, PRESIDENT OF THE SMITHFIELD CLUB, AT THE ROYAL AGRICULTURAL HALL, ISLINGTON.

On the afternoon of December 9, the King, following a precedent set by his father, visited the Annual Show of the Smithfield Club, which opened that day, in the Royal Agricultural Hall, Islington, and remained open until the Friday. His Majesty, who stayed in the building for some forty minutes, was received by Lord Rosebery, President of the Club, and by members of the Council. He himself was one of the chief exhibitors, and his beasts took a

fair share of prizes. His Majesty won two firsts and a second for Devons; a second and two thirds for Herefords; three seconds for Shorthorns; two seconds and a reserve for Highland Cattle; a second and two thirds for Dexters and Small Cross-bred Cattle; a first and reserve for Southdown Wethers; a first and two seconds for Berkshire Pigs. In addition, he was awarded the Plate for the best single pig in the show; and was reserve for the best steer,



## FROM THE WORLD'S SCRAP-BOOK.



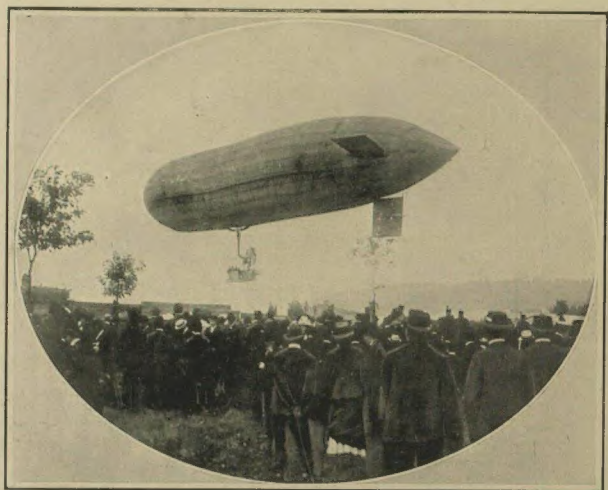
BEFORE MR. BORDEN MADE HIS GREAT SPEECH PROPOSING A £7,000,000 CONTRIBUTION FROM CANADA TO THE BRITISH NAVY, THE OPENING OF THE DOMINION PARLIAMENT, OTTAWA, BY THE DUKE OF CONNAUGHT ON NOVEMBER 21. Our correspondent writes: "The second session of the twelfth Parliament of Canada was formally opened by the Duke of Connaught, Governor-General, with all the pomp and ceremony traditionally associated with such an occasion. Never, in the history of such events, has so much interest been taken and so much enthusiasm shown. All along the line, cheering crowds sped the royal carriage on its way." It was in the Canadian House of Commons that Mr. Borden, the Premier, made the proposal that Canada should add to the British Navy three first-class war-ships.



Photo, D'Agostino.

SAVING "VIRGIL'S TOMB," WHICH HAS BEEN IN DANGER FROM FALLING ROCKS, DISTURBED, IT IS SAID, BY A RAILWAY; THE TOMB WITH ITS SEVERAL PARTS NUMBERED FOR REMOVAL.

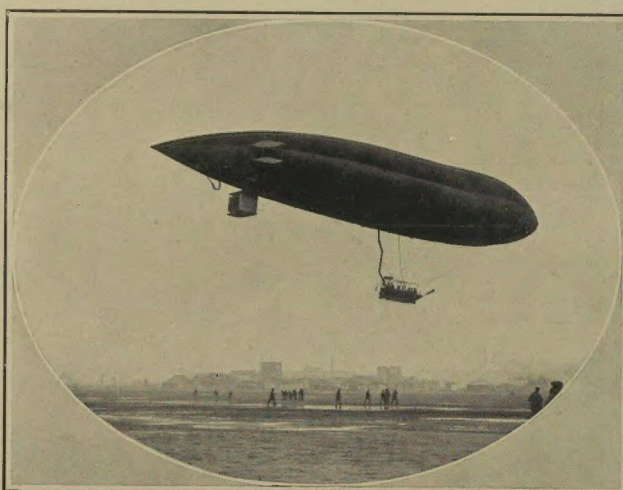
It will be recalled that in our issue of November 30 last we drew attention to the fact that the so-called "Tomb of Virgil," near Naples, had been put in some peril by a landslide. Now comes the news that it is sought to remove the tomb from further danger by transferring it to the right-hand side of the grotto of Posilipo. The photograph shows the preparatory numbering of its several parts. The ruined Columbarium in question has been popularly known for the last six centuries as the tomb of Virgil, who owned a villa at Posilipo.



Photo, Delius.

MADE IN GERMANY; A PARSEVAL DIRIGIBLE OF THE TYPE REPORTED PURCHASED BY THE BRITISH ADMIRALTY.

It has been reported that Great Britain, as represented by the Admiralty, has given a contract for a German dirigible of the Parseval type, although it is said that nothing is known officially in Britain of such an order. One circumstantial account says that the new air-ship will be known as "P.L. 17," and that its preliminary trials took place at Bitterfeld on October 9th last. The envelope is of Metzler aero-cloth, metallised with aluminium.



Photo, Topical.

MADE IN FRANCE: AN ASTRA DIRIGIBLE OF THE TYPE REPORTED PURCHASED BY THE BRITISH ADMIRALTY.

It was reported the other day from Paris that the British Admiralty had ordered from the French Astra Company a large dirigible of a type designed by Señor Leonardo Torres Quevedo, the Spanish engineer; this, doubtless, as a sequel to Mr. Winston Churchill's recent statement in the House of Commons that "there is no doubt that in this branch of aeronautics (the building of dirigibles) Germany has won a great pre-eminence."



LOOKING AT THE "LITTLE WINDOW" WHICH HAS CAUSED MUCH GRAVE THOUGHT IN THE CHANCELLERIES OF EUROPE, SERVIANS VIEWING DURAZZO FROM THE OLD ROMAN WALL.

It seems almost superfluous to point out now that Serbia's desire for a "window," or windows, on the Adriatic, in the form of ports, has caused much trouble between her and Austria, and has menaced the peace of Europe, the fear being that Russia might support Serbia in her demands against Austria and so light a battle-torch which the lives of many would have to be given to put out. Durazzo, which is in the vilayet of Scutari, is the ancient Epidamnus, later Dyrrhachium. It was founded in about 625 B.C. by Corcyreans and became the terminus of a great Roman road. There Caesar was repulsed by Pompey in 49 B.C.; and there Robert Guiscard defeated the Emperor Alexius in 1081.



Photos, Newspaper Illustrations.

FORMAL OCCUPATION OF THE "LITTLE WINDOW" ON THE ADRIATIC; SERVIANS ENTERING DURAZZO FOR THE OCCUPATION WHICH CREATED SO DANGEROUS A SITUATION IN EUROPE.



# THE TREASURES BENEATH THE EARTH'S SURFACE: EMERALDS.

RICHES UNDERGROUND; AND HOW THEY ARE GAINED.



## V.—EMERALD-MINING: THE WORKINGS AT MUZO, IN THE REPUBLIC OF COLOMBIA, SOUTH AMERICA.

Our artist writes: 'The finest emeralds are found in the Republic of Colombia, at the famous Muzo mines in the department of Boyaca, seventy miles north by west of Bogotá, which have been worked since 1558. The Spaniards mined there in the middle of the sixteenth century, but withdrew after a time, owing to continual fighting with the Indians; with the result that for a while the locality of the mines was unknown. They are now worked by an English company, in partnership with the Government. The emeralds at Muzo occur in calcite veins running through black carboniferous limestone in all directions and at all angles.

Often the limestone is covered with earth, in which bushes and trees are growing: this has to be cleared before prospecting is possible. When calcite veins have been located, the side of the hill is dug away in 'banks,' as shown in the drawing, usually by Indians, whose chief tool is a steel bar forged to a point at one end. The pieces of calcite vein are examined superficially for emeralds, and are then set aside for conveyance to the sorting-shed, where a detailed examination is made, and the emeralds are divided into fifteen grades according to colour, transparency, size, freedom from flaws, and so on.'

DRAWN BY HAROLD OAKLEY.



## SCIENCE AND

THE DISCOVERY OF —  
— THE PENDULUM —

RECENTLY AWARDED THE HUGHES MEDAL: MR W. DUDDELL.  
Mr. Duddell, President of the Institute of Electrical Engineers, was awarded the Hughes Medal for investigations into technical electricity.

almost entirely unnoticed, and it was reserved for Professor de Vries of Amsterdam, Professor Tschermak of Vienna, and others to rediscover it in 1900. It has since been both studied and applied by biologists all over the world. Among those who have done so, Professor Bateson, Professor Punnett, and the rest of the Cambridge Biological School hold a distinguished place.

Reduced to its simplest form, the Law of Mendel is that if two varieties of animals or plants be crossed, some of the reproductive cells of the hybrid progeny resulting will transmit the characteristics of one of the parents; the others, those of the other. This, however, naturally does not become visible until the succeeding generation, when the first hybrids begin to reproduce their species. These first hybrids always present the characteristics of one of their parents alone, which are therefore called *dominant*; those of the other parent remaining in the latent state and being called *recessive*. The recessive characteristics make their appearance in the second generation or among the grandchildren of the first pair, but only affect about a quarter of their number. If the crossing be repeated with the stock of the parent with the dominant characteristics, the number of descendants presenting the recessive characteristics grow gradually fewer, until at last they disappear altogether. The alien strain, as breeders would say, has been, in fact, bred out.

An excellent example of this can be found in the poppy, which, since it is capable of self-fertilisation, can be produced of "pure" race, that is, free from any foreign admixture. If the more common

SCIENCE  
JOTTINGS.THE LAW OF MENDEL  
AND ITS RESULTS.

IN 1866, a monk named Mendel published certain experiments on the crossing of plants, but the law which he deduced from them remained

variety of poppy—black splash is found at the base of the red petals — be crossed with another in which the corresponding splash is white, by the familiar process

i.e., that in which a

who exhibit a sixth finger or toe, in addition to the five with which their fellows are gifted. Moreover, the same effects

have been shown to follow the union of two varieties of plants when grafted instead of being crossed

in the ordinary way—which at once knocks on the head many theories as to the way in which the law comes into operation. But the extraordinary thing about it is that not all the characteristics of plants and animals follow the Law of Mendel. Only some of them alternate in the manner described above, and these are by no means numerous. In plants, the colour of the *corolla*, the cut of the leaves, or the presence of hairs on the leaves or stalks; in birds, the colour of the feathers, the form of the comb, and the presence of the extra digit—almost exhaust the list.

None of these Mendelian characteristics, as they are sometimes called, is specially useful to the race; and the question why they alone should be subject to the operation of Mendel's Law, is one of the most pressing in biology. Our poultry and pigeon-fanciers are able, as they boast, to breed birds true to a feather; and it might be possible, were the conditions the same, to produce, by its aid, a race of six-fingered men. But so far as other characteristics are concerned—increased swiftness in racehorses and greyhounds, and special qualities in food-animals, for instance—we do not seem to have got far beyond the old breeder's maxim that like generally produces like. Can the Law of Mendel be applied to the production of a race free from diseases like insanity or tuberculosis? The answer to this would seem to be of great interest to those eugenicists who wish to apply the laws of genetics to sociological problems.

F. L.

## NATURAL HISTORY

GALILEO WATCHING —  
— THE SWINGING LAMP —  
— IN PISA CATHEDRAL —

WINNER OF THE NOBEL PRIZE FOR PHYSICS, 1912: M. GUSTAF DALEN.

Mr. Dalen, the Swiss engineer, is the head of the Stockholm Gas Company.

Photograph by Leipziger Presse-Büro.



WITH THE "GUNNER" SHIELDED: ADVANCING AGAINST BANDITS WITH THE MATHIOT HAND-CANNON.

of dusting the pistil of one with the pollen of the other, the resulting seeds will produce flowers with the black splash. This is because the black splash is here the dominant characteristic. If



THE HAND-CANNON USED IN THE FIGHTING OF FLAMES: THE FIRING OF EXTINGUISHERS.

The weapon illustrated, which is described as a hand-cannon, is designed to throw largeish objects a comparatively short distance. There is little that is warlike about it, and it lays no great claim to absolute precision. It is intended primarily for the service of police besieging "bandits," and will enable them to throw "bombs" containing anaesthetics into the robbers' lair. It can also be used for the throwing of grenades in war times; for throwing life-lines to wrecks; for the breaking open of doors by means of projectiles thrown against them; and, in cases of fire, for the throwing of extinguishers. It is the invention of M. Mathiot.

now the hybrids thus produced—to all appearance exact reproductions of the black-splash variety—be allowed to reproduce themselves by self-fertilisation, three-quarters of their descendants will present the characteristic black splash, while one-quarter will have the white. Evidently the characteristic of the white splash has been present in the hybrids of the first generation, but in a latent state, or, in other words, has been recessive. After this, the descendants with the black splash, if crossed among themselves, will produce no flowers without black splashes, and those with the white splash, if similarly crossed, none without white.

This is plain enough, and the law can be experimentally shown to extend to certain characteristics of animals, such as the fifth toe of the Dorking fowl and the combs and plumage of other varieties of the same species. It even appears to hold good in the families of those rare specimens of the human race



THE "GUNNER" SHIELDED AGAINST BESIEGED ROBBERS: USING THE HAND-CANNON FOR FIRING "BOMBS" CONTAINING ANAESTHETICS INTO A BANDITS' LAIR.



FIRING A "SHELL" CARRYING LIFE-LINES WITH IT: THE MATHIOT HAND-CANNON REPLACING THE FAMILIAR ROCKET-APPARATUS AS LIFE-SAVER FROM WRECKS.



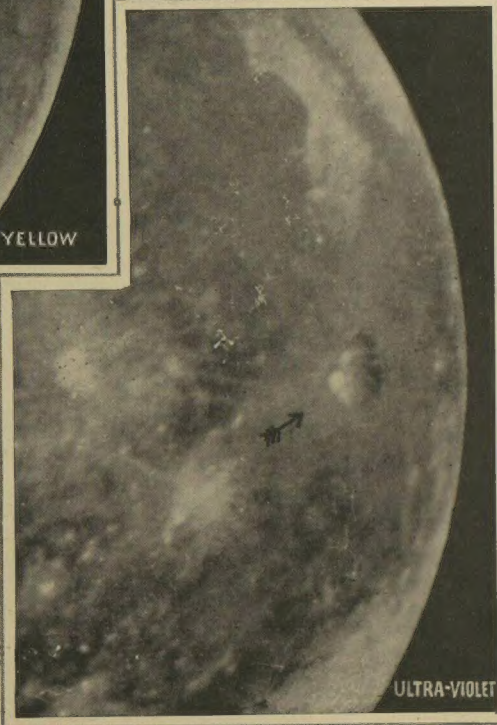
## OF WHAT IS THE MOON MADE?—FINDING OUT BY PHOTOGRAPHY.

PHOTOGRAPHS REPRODUCED BY COURTESY OF PROFESSOR R. W. WOOD.

PROFESSOR R. W. WOOD, of the Johns Hopkins University, Baltimore, showed some while ago (see "The Illustrated London News" of October 8, 1910) that many white substances appear of different shades of grey and black when photographed with ultra-violet light alone. This method of, so to speak, widening the spectrum range used for observation increases the extent to which we can apply the observational method to the recognition and differentiation of substances. Professor Wood found, for example, that the crater Aristarchus, on the moon, when photographed with ultra-violet light, was surrounded by a black deposit, no trace of which appeared to the eye when the moon was viewed by means of a telescope. During the past winter he has gone on with the work, and has shown that the deposit is probably sulphur. To arrive at this conclusion, he made the following experiment. He took two pieces of volcanic tuff, one of which photographed dark in ultra-violet light. He then superposed a small chip of this specimen on the other, and found the conditions of the Aristarchus spot reproduced almost exactly. In yellow light the small chip was almost

(Continued opposite.)

(Continued.) invisible; in violet it was a trifle darker; while in ultra-violet it was much darker than the background. On analysis, the chip was found to contain iron and traces of sulphur. A rock stained with iron photographed equally dark in violet and ultra-violet rays; but on spraying a piece of the tuff, at the centre, with a small jet of sulphur vapour, Professor Wood found that, though this deposit was invisible to the eye, it photographed quite black in the ultra-violet light and grey in the violet light, but did not appear at all in the photograph taken in the yellow light. Identical conditions were found in the photographs of the Aristarchus crater taken by the three different lights; whereby Professor Wood has inferred the presence of sulphur in that crater. The photographs of the pieces of tuff appear in the middle of the page. It may be noted that Professor Wood made his first experiments, in his Long Island laboratory, in 1909, using a home-made telescope with an objective of quartz, three inches in diameter, coated with a film of silver opaque to visible light, but transparent to ultra-violet. The telescope-tube was set on a mounting made from the frame of an old bicycle.



MADE TO SHOW THE MOON AS IT APPEARS PHOTOGRAPHED IN LIGHT OF DIFFERENT WAVE-LENGTHS:  
REMARKABLE PHOTOGRAPHS TAKEN THROUGH RAY-FILTERS.

Professor Wood has taken photographs of the moon by the ultra-violet light, which has opened up the possibility of determining the nature of the materials of which that luminary is made. It is suggested that an extension of these interesting experiments, by using, not only the ultra-violet light, but also the infra-red light (both invisible to the eye), will make it possible to map out the moon, showing the ores and minerals on its surface. The regions lettered on the ultra-violet photograph of the moon refer to the following: The most conspicuous object is the large dark patch just above the crater Aristarchus marked A. Practically no trace of this appears in the yellow picture, while it is faintly visible in the

violet one. Three enlargements of this region are reproduced—from the yellow, the violet, and the ultra-violet negatives. Other regions which are relatively dark in the ultra-violet picture will be found near the moon's limb above and to the right of Aristarchus, notably the maria B and C. On the other hand, the maria D, H, and G come out relatively darker in the picture made with the violet light. The mare F is lighter than G in the yellow and violet pictures, whereas in the ultra-violet picture they are of equal intensity. The small crater indicated by the arrow at E, and the two small craters to the right, are equally bright in the yellow and violet pictures; in the ultra-violet the crater E is much darker.



# THE "PERSONAL LIBERTY" STRIKE: IDLENESS ON THE NORTH-EASTERN.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



1. IN A DESERTED GOODS-YARD OF THE NORTH EASTERN RAILWAY: IDLE VANS DURING THE STRIKE.

3. DESERTED BY THE WORKERS: GATESHEAD STATION.

5. A HAUNT OF MUCH BUSINESS AS SILENT AS A WILDERNESS: IN A DESERTED GOODS-DEPÔT AT NEWCASTLE.

2. ACCUMULATING RAPIDLY AND BLOCKING UP THE PLATFORM: MILK-CANS LEFT ON NEWCASTLE-ON-TYNE STATION.

4. WITH NONE TO MOVE THE GOODS: AN IDLE DEPÔT AT NEWCASTLE.

6. DURING THE STRIKE: LUGGAGE AND GOODS ACCUMULATED AT A NEWCASTLE STATION.

On Monday, December 9, three thousand employees of the North-Eastern Railway were on strike—against the advice of their leaders. It appears that the company reduced the position of one of their engine-drivers, as a sequel to his conviction on a charge of drunkenness, moving him from the rank of main line express goods-train driver to that of pilot-engine driver. The company's argument was that they were bound to do this, in the interests of public safety, in view of their employee's conviction. The men regarded the company's action

as an infringement of personal liberty, as the driver in question was off duty at the time of the offence of which complaint was made; they argued further that the conviction was wrongful, and that the driver has a "clean" record of 37 years. Alternatively, they argued that, even if he were guilty, he was not on duty again for 30 hours after the occurrence, and that consequently the company had no right to interfere. They said they had no desire to defend habitual drunkards, or men whose use of alcohol interfered with their duties.



## FEATHERED GOLD-MINES: OSTRICHES AS PURSE-FILLERS, IN SOUTH AFRICA.

DRAWINGS BY H. W. KOEKKOEK; PHOTOGRAPHS BY RIEMERS.



1. REMOVING THE WHITE FEATHERS; CUTTING THE QUILLS.

2. UNDER A MAN-MADE SHELTER; OSTRICH NEST-EGGS ON A SOUTH AFRICAN FARM.

3. EIGHTEEN MONTHS OLD; A FINE COCK OSTRICH.

4. HOODED THAT IT MAY BE QUIET; AN OSTRICH IN THE "BOX," READY FOR PLUCKING.

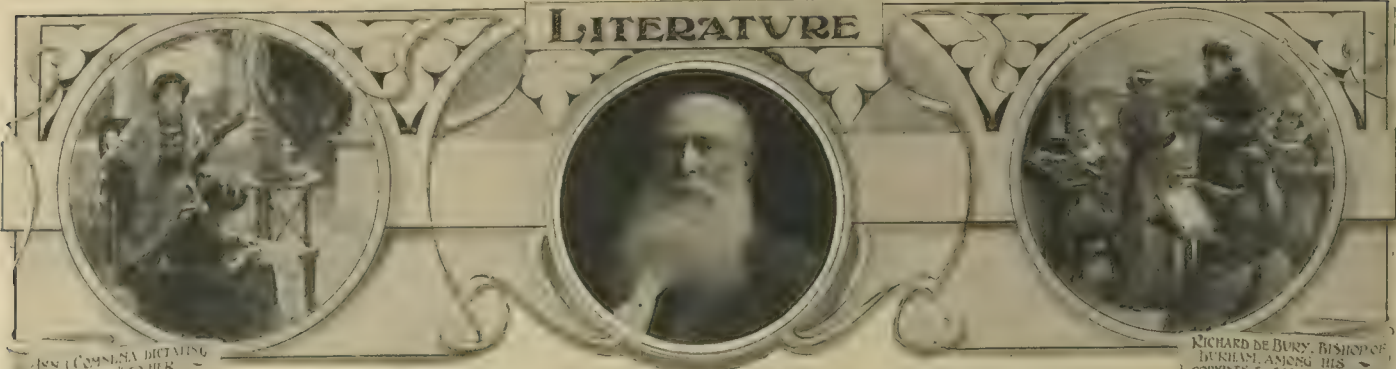
5. ON ITS WAY TO THE PLUCKING; A HOODED OSTRICH.

It may be taken that practically the whole of the ostrich-feathers produced by South Africa are sold and handled in London. The importance of the industry is very great; yet the average man-in-the-street, or the woman who wears the feathers, has little or no idea of its magnitude. Oudtshoorn has been called the cradle of the ostrich-farming industry, and has risen in a decade to be the wealthiest South African inland farming town, chiefly by reason of its ostriches. It is the country of the plumed ostrich, or rather of "the plucked bird," and everyone talks feathers. The industry was born in its present form only fifty years ago, and in 1865 there were but eighty-two tame birds in South Africa; while only sixteen

thousand pounds of feathers were exported in that year, and these came for the most part from wild birds brought down by hunters. The 1911 census showed 746,736 domesticated ostriches in South Africa, and an export of 826,266 lb., of a value of £2,253,044. When the feathers are ready for market the birds are yarded and the plucking begins. The tails and long black and drab feathers are pulled out, the white feathers being cut off and the stumps left for two months, so as not to injure the socket by pulling the quill out before it is ready to be shed. Photographs Nos. 1 and 3 were taken at Messrs. Hagenbeck's in Hamburg; and drawing No. 5 is based on a photograph taken at the same place.



## LITERATURE



**"The Annals of Hampstead,"**

is fortunate in its historian. Hitherto the famous suburb, although it may claim its histories of merit, has not been treated in a final and exhaustive manner. But now the work has been royally performed in "The Annals of Hampstead" (3 vols., A. and C. Black), by the industry, enthusiasm, and skill of Mr. Thomas J. Barratt, whose life-long devotion to Hampstead, its history and antiquities, its literary and artistic associations, marks him out as the one person competent to have written the annals of that most delightful neighbourhood.

No local history of a London district has ever been undertaken in the same style or spirit as has gone to the making of these remarkable and splendid volumes. Not only is the book a serious contribution to history—minute, careful, and based on the most painstaking research into original documents, but it is a veritable art-gallery and museum. Not a picture of importance, not a print, a portrait, or a curiosity relating to Hampstead, but is here reproduced. Mr. Barratt's famous private collection at Bell-Moor, the author's Hampstead residence, has given of its choicest treasures to make this work valuable and beautiful. Mr. Barratt has made his readers free of his gorgeous Constables—that with their windy skies, their brilliant rain-washed landscape, and their tender distances, realise the very soul of the Heath. They have been superbly reproduced in colour, together with many other pictures by other hands. The illustrations in colour and in monochrome number in all over five hundred. Thirty years of patient labour have gone to the collection of the material.



WHERE DICK WHITTINGTON HEARD BOW BELLS: THE WHITTINGTON STONE ON HIGHGATE HILL, ABOUT 1880.  
From "The Annals of Hampstead."

This book is serious history. It is based upon contemporary documents and carefully sifted evidence. The authorities are quoted in full. Is there an ancient chartulary, a rent-roll, a title-deed, a parish register that can clear up a dubious point; is there a map, an engraving, or a broadside that can throw light on some local change, or preserve for us some forgotten fact—you may be sure that Mr. Barratt either has it or has had access to it. If it is of special

MR. THOMAS J. BARRATT.  
Whose monumental work, "The Annals of Hampstead," has been published by Messrs. A. and C. Black.  
Photograph by W. and D. Downey.

interest, he does not merely quote the document, he reproduces it. And the best of the book is its ordered plan. It is what it professes to be, "The Annals of Hampstead," a story (and a fascinating



A RELIC OF THE WINDMILL THAT ONCE STOOD ON THE SITE OF GEORGE DU MAURIER'S HOUSE AT HAMPSTEAD: THE HALF-MILLSTONE STEP TO THE AREA OF 119, HEATH STREET.  
From an Original Drawing by A. R. Quinton, Reproduced in "The Annals of Hampstead."

story at that) told in chronological sequence, from the earliest times to the present day.

There is much new material. Even in the case of Hampstead's literary associations, already, one

**"THE ANNALS OF HAMPSTEAD,"**

BY THOMAS J. BARRATT.

In three Volumes, with over 500 Illustrations.

Reproductions on this Page by Courtesy of the Publishers,  
Messrs. A. and C. Black.

would have thought, known and recorded to the last detail, Mr. Barratt has something new to say. And all that he says is well said. The author modestly disclaims any special literary qualifications. He has the best qualifications—profound and accurate knowledge, enthusiasm, and the gift of saying a thing directly and with point. He is an excellent annalist,

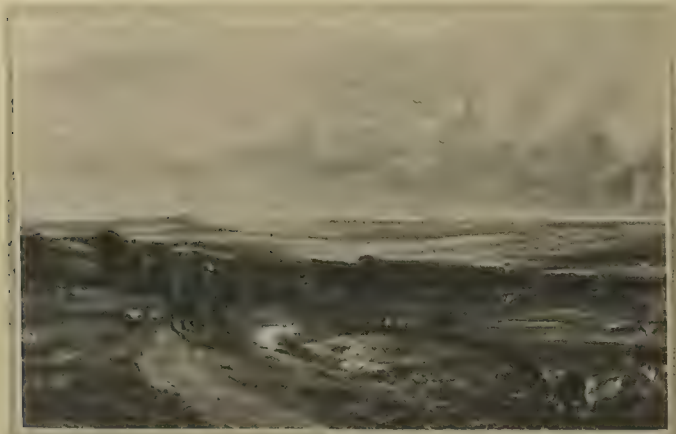
and keeps his reader pleasantly entertained as he passes the whole panorama of Hampstead in review. The story begins at the beginning, when Hampstead was covered by the sea, which shaped the configuration of those lovely hills and dales in ages dimly remote and made known to us only by the inferences of science. "When the water subsided, there emerged a landscape of surpassing beauty; then in course of time what we now call Hampstead became part of a vast forest."

Thus the Annals begin. Man arrived, and "Hampstead by degrees crept into history and became connected with the current of British expansion; and now, a thousand years after its first documentary mention, it presents an interesting and in many respects important theme. Its story is not much concerned with great events, yet makers of history and a host of persons notable in literature or other arts have given a fame to Hampstead which renders the chronicle one of peculiar attractiveness."

The case for this book could not be better summed up than in the words of the author's just quoted. He has, as it were, unconsciously found in these few lines of his opening what used to be called "The author's apology." It puts the case for the book most admirably. Thence we pass through Saxon and Norman times, with interesting sidelights on monastic Hampstead, on to Tudor and Stuart days, and so into the Georgian era, when the suburb was a fashionable Spa. "Boisterous Belsize" is a delicious comedy of manners, as well as a valuable piece of sociological research. The second volume is mainly nineteenth century. It treats of literature and art, of the movement for the preservation of the Heath, and of days of transition. The last volume carries on these themes with variations, and at length the author takes us for a delightful ramble around twentieth-century Hampstead. Eminent men of science contribute chapters on geology and natural history, and Sir W. Robertson Nicoll writes a long introduction which gives the work the imprimatur of a man of letters. Like Sir William, "we are grateful to Mr. Barratt for this notable and splendid book."



WHERE DICK WHITTINGTON "TURNED AGAIN": THE WHITTINGTON STONE, NEAR THE ARCHWAY TAVERN, IN 1912.  
From "The Annals of Hampstead."



"HIGH ON BLEAK HAMPSTEAD'S SWARTHY MOOR": CONSTABLE'S PICTURE OF THE FAMOUS VIEW TOWARDS HARROW FROM THE FLAGSTAFF.  
From a Mezzotint by David Lucas of a Painting by John Constable, Reproduced in "The Annals of Hampstead."



WHERE A STEAM PUMP WORKED HAMPSTEAD'S WATER SUPPLY FROM THE WELL SUNK IN 1836: THE ROUND HOUSE THAT FORMERLY STOOD NEAR THE FIRST POND.  
From a Water-Colour Reproduced (in Colour) in "The Annals of Hampstead."



## AS GOOD AS THE SYNTHETIC KIND: "REAL MILK" FROM COCONUTS.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY C. WIEDNER.



HOTTENTOTS AS MAKERS OF "MILK": HEATING THE COCONUTS, IN SOUTH AFRICA.

South African natives along the Orange River have a way of producing "milk," which, primitive as it is, vies in ingenuity with the method of those who believe in the synthetic production of what the journalist, hard-up for a synonym, has been known to call "the lacteal fluid." After cutting the top from a coconut, the native places the nut over hot ashes, so that the warmth may cause the fat and "butter" contained in the husk to be absorbed by the "milk"; this changes the "milk's" quality and gives it a most palatable taste. In order

to deal with several nuts at a time, the natives construct rough "holders," of the kind shown in the drawing, from old iron hoops. The ashes are placed under the grating and the nuts set in it. Obviously, there must be no actual fire beneath the nuts, or they would be burnt away and the milk be lost. The drawing shows a white traveller come to a halt at the end of the day. The natives—Hottentots—are offering some of the "milk," and for the purpose have poured it into a china bowl. They themselves usually drink it from the nut.



# THE DYING WAR: PHOTOGRAPHS OF PARTICULAR INTEREST.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



WHERE IMMIGRANTS FROM TURKEY ARE KEPT UNTIL CERTIFIED FREE FROM CHOLERA: THE QUARANTINE STATION AT PIRÆUS.



LIKE SANDBANKS! LOAVES OF BREAD, TURNED SOUR, FLOATING AFTER HAVING BEEN THROWN FROM A GREEK SUPPLY-SHIP AT SALONIKA.



IN SALONIKA—THE TOWN OF DISPUTE: A CRETAN ON POLICE DUTY.



PRAYING TO BE GUARDED AGAINST CHOLERA: AT THE ALTAR IN THE PIRÆUS QUARANTINE STATION.



ALLIED PRINCES AT MONASTIR: PRINCE GEORGE OF GREECE WITH THE SERBIAN CROWN PRINCE.



LEFT TO SHARE THE FATE OF THOUSANDS AND BE EATEN BY WOLVES AT NIGHT: A GREEK HORSE, BROKEN DOWN, ABANDONED BY THE ROADSIDE.



TAKEN BY THE GREEKS FROM THE TURKS AT SALONIKA: SOME OF 25,000 CAPTURED RIFLES.

It may be said that the war is at an end, for was not the first meeting of the peace plenipotentiaries fixed to take place at St. James's Palace on December 14? Yet interest remains in it, and, more particularly, in illustrations of its last phases: witness these photographs. It is obvious, of course, that every country is taking great precautions to guard against the introduction of cholera, or other infectious diseases, by immigrants from

Turkey, in view of the state of affairs brought about by the war, especially in and near Constantinople. Sanitary conditions at Salonika are also very dangerous. Some 40,000 refugees, mostly Bosnians, have been ejected from the mosques and other buildings into open spaces round the town, where numbers have died of exposure and hunger, and small-pox has appeared. The Turkish prisoners, too, are in similar plight.



## BEFORE SAVOFF AND NAZIM EMBRACED: THE ARMISTICE NEGOTIATIONS.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS AND C.N.



1. SHOWING THE SALOON-CARRIAGE IN WHICH THE MOMENTOUS ARMISTICE WAS SIGNED; NAZIM PASHA'S TRAIN LEAVING THE TURKISH CAMP AT HADEMKEUL.

It should be noted that the train of the Turkish Commander-in-Chief consisted of engine, brake-van, and saloon only; the rest of the train was left at a siding. The armistice was signed in the saloon-carriage. Wiring to the "Daily Telegraph," Mr. Luigi Barzini sent details of the signing of the armistice near the Tchataldja lines: "Night had fallen," he wrote, "and in the interior of the railway-carriage the lamps had been kindled for some time. The meeting took place, like the preceding ones, in the Turkish train, which at half-past four in the afternoon had emerged from among the Turkish positions. . . . Precisely at five o'clock the plenipotentiaries shut themselves in the compartment where the sittings have been held.

2. PASSING NAZIM PASHA'S CAR IN THE TRAIN IN WHICH THE ARMISTICE WAS DISCUSSED AND SIGNED: CONVALESCENT TURKISH SOLDIERS.

A few minutes later the Greek Minister, deeply moved . . . came out and went away without saying a word . . . Greece had withdrawn from the agreement. . . . Time passed slowly. . . . Night came on. . . . The air was full of a terrible odour of death. . . . At last came agreement. "It was twenty minutes past seven. The plenipotentiaries, moved by unrestrainable emotion, all rose to their feet. . . . Savoff, the rough Bulgar Generalissimo, and Nazim Pasha, the supreme Commander of the Turkish Army, clasped each other in silence. . . . Precisely at 8 o'clock the plenipotentiaries listened to the reading of the armistice agreement, and placed their signatures to the document."



## CHRISTMAS LEAVES FROM THE PUBLISHERS

OF the many beautiful colour-books issued by the publishers this season none is more beautiful than the edition of Edgar Allan Poe's "The Bells and Other Poems" (Hodder and Stoughton), with illustrations by Edmund Dulac. Readers of *The Illustrated London News* are familiar with M. Dulac's exquisite work, examples of which have been given among the colour-plates in our Christmas Number, both in this and previous years. He is an ideal illustrator of poetry, for he is himself, metaphorically speaking, a poet—a poet of the pencil and brush. Literally, a poet is a maker or creator, and M. Dulac creates in concrete form lovely visions of dreamland and the world of imagination. His work is unsurpassed among modern illustrators, not only for beauty of design, but for an incomparable softness of colouring, an ethereal atmosphere which seems to breathe the very air of fairyland. Nor does he lack that occasional touch of the gruesome, as in "The Conqueror Worm," which is requisite for an artist in alliance with the often lurid workings of the American poet's mind.

Messrs. A. and C. Black have added a volume on Germany to their well-known series of art books. There is more than one Germany, and the artist may be forgiven if he ignores the modern empire for the land of legend and Grimm: it is greatly to the credit of Messrs. E. T. and Harrison Compton, whose delightful illustrations in colour are the making of the book, that they

the Danube" and "Rudelsburg and Saaleck" are two of the best of many beautiful coloured drawings; but there is not, indeed, a picture in the book that is unworthy of its fascinating subject.

In illustrating "Æsop's Fables," a new translation by V. S. Vernon Jones, with an introduction by G. K.

of Æsop, and they are abundantly exhibited both in the colour-plates and the numerous black-and-white line drawings. Mr. Chesterton's introduction is also delightful.

Rudyard Kipling's "A Song of the English" (Hodder and Stoughton), illustrated by W. Heath Robinson, presents in a very attractive form one of the greatest of modern patriotic poems, giving expression to the Imperial idea, not in terms of jingo bombast, but in a spirit of racial pride in the best sense, touched with religious humility. It is a patriotism that rates just government and the heroism of pioneers higher than military aggression and the bloodstained glories of conquest—

Clear the land of evil, drive the road and bridge the ford,

Make ye sure to each his own

That he reap where he hath sown;

By the peace among our peoples let men know we serve the Lord!

Mr. Heath Robinson, who has achieved success in other fields, including the pages of *The Sketch*, as a pictorial humourist, here shows himself as a serious artist with a fine dramatic sense, imaginative power, and mastery both of colour and line. He has caught admirably the broad outlook and high dignity of the verse, not only in the colour-plates, but also in the many small black-and-white drawings. From among the colour originals for the



THE HARE AND THE TORTOISE: THE HARE'S CHALLENGE ACCEPTED, AND THE FOX APPOINTED TO SET THE COURSE AND ACT AS JUDGE

From "Æsop's Fables" (Heinemann)

have given Unter den Linden and the Hamburg Docks as well as the Black Forest, and the inevitable Rothenburg. They have chosen their subjects with an appreciation of the many charms that Germany, new and old, possesses for the English traveller. No one who has seen the Dresden Elbe, or walked through the Harz in June, or watched a troop of cuirassiers jog by to the kettledrums in Cologne, will need to be told that this book, which revives such memories, is indispensable for their library shelf. Mr. Dickie's letterpress is no great matter—we suppose a book that can only glance cursorily at a big subject must smack, more or less, of the blackboard and the pointer—but his itinerary is worth attention. Starting from Strasburg and the Black Forest, he works his way through Baden to Swabia, Bavaria, the Rhineland, on from Frankfurt to Saxony, and so by Berlin to the shores of the Baltic. He is a true romantic, who does not find the Rhine hackneyed past bearing, or allow himself to be disturbed by the architectural exuberance of the new Germany. He and the two artists have a fine enthusiasm for the right thing. Mr. Dickie, however, lets his feelings run away with him when he translates the German poets, surely of all poets the most untranslatable. Trier, by the way, well represented here, is too little known to English tourists; its Roman remains are unequalled in middle Europe. "Ulm from



DESIGNED BY A BRITISH ARCHITECT—SIR GILBERT SCOTT: THE CHURCH OF ST. NICHOLAS AT HAMBURG.

The illustrations on this page are reproduced, by courtesy of the publishers, from colour-plates in "Germany," painted by E. T. Compton and E. Harrison Compton; described by the Rev. J. F. Dickie, published by Messrs. A. and C. Black; and from colour-plates by Arthur Rackham in "Æsop's Fables," a new translation by V. S. Vernon Jones, with an introduction by G. K. Chesterton, published by Mr. William Heinemann.

Chesterton (Heinemann). Mr. Arthur Rackham has rightly let the humourist in him predominate over the colourist and the decorative designer; not that these latter are by any means absent, but they are properly subservient to the caricaturist. Mr. Rackham can caricature anything in nature, from a flea to an elephant, and from a mackerel to a mountain. He can even caricature a tree. He has observed



"EQUALS MAKE THE BEST FRIENDS": THE CHINA POT DECLINES THE BRASS POT'S PROTECTION IN A FLOOD, LEST HE SHOULD BE BROKEN.

From "Æsop's Fables" (Heinemann)

book, it may be mentioned, a purchase has been made by the Canadian Government for a public gallery. A fine example of Mr. Heath Robinson's colour-work appears in our Christmas Number.

It was a good idea to take the many varieties of beggars as subjects for a series of studies, in colour, of contemporary human types, as Mr. W. Dacres Adams has done in his pictorial volume, "A Book of Beggars" (Heinemann). He shows us great contrasts among the "mendicant orders" of modern London, from the crossing-sweeper, with his "Spare a copper, please, Colonel," to the Lord Mayor, with his "I appeal to the citizens of London," and from the grave and dignified bishop in the pulpit, with his "Let your light so shine," to the pavement-artist, "injured internally and willing to be tested." In work of this character close observation and a broad humour are the chief requisites, and Mr. Adams possesses both in a considerable degree.

Similar qualities are equally necessary and equally apparent in the illustrations to that humorous classic, Mr. W. W. Jacobs' "Many Cargoes" (Methuen), from the brush of Maurice Greiffenhagen. The artist's clever plates represent excellently the broad and genial humour of the stories, and add greatly to the enjoyableness of this delightful edition.



ONE OF THE KAISER'S HOMES: THE IMPERIAL PALACE AT POTSDAM.

From "Germany" (A. and C. Black).

the Falstaffian humour of the oak and the flighty vagaries of the pollard willow; he knows what a bare and bloated bogey an old elm or beech-trunk can become, and what a dour and lanky scarecrow the Scotch fir. Such qualities make a perfect illustrator



## THE PADDLE-WHEEL OF THE ROYAL NAVY: A LIGHTS-OUT SAFETY-DEVICE.

DRAWN BY N. SOTHEY PITCHER.



MARKING THE DISTANCE TO BE KEPT BETWEEN WAR-SHIPS STEAMING "LINE AHEAD": THE FOG-BUOY  
WHOSE WHITE WAKE IS A DANGER-SIGNAL.

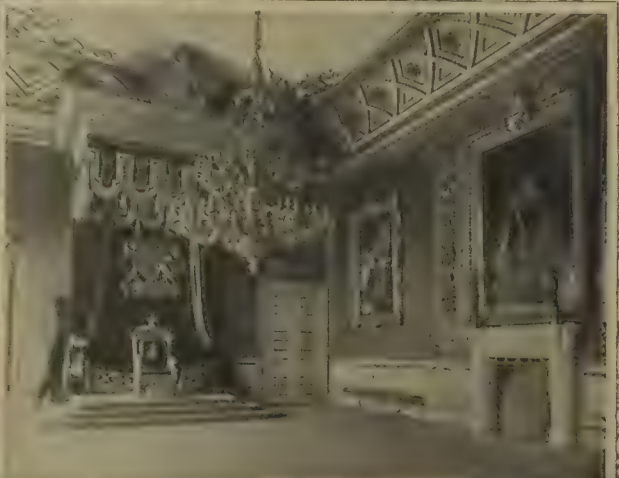
Our artist writes: "My drawing shows a device used when vessels are steaming 'line ahead.' This is a 'fog-buoy,' much used when ships are engaged in mimic warfare on dark nights and with lights out. This particular buoy—there are two or three different kinds—is in the form of an oblong framework, in which runs a light wooden paddle-wheel turned by its dragging through the water. This is towed astern of vessels which are being followed by other vessels. By the white water thrown up by the paddle the

ship following the device is able to keep its proper distance from the ship preceding it. If something of this sort were not in vogue, there would be great risk of ships getting dangerously close to one another, especially torpedo-boats steaming 'line ahead.' The vessel following the buoy keeps it right under her bows. It should be noted that the night would be a good deal darker than I have shown it to be in my drawing. I had to make it comparatively light that the details of the buoy might be seen."



## WHERE THE NEW EUROPE WILL BE DISCUSSED: ST. JAMES'S PALACE.

PHOTOGRAPHS BY TOPICAL AND C.N.



1. THE GARDEN EXTERIOR. 2. THE GUARD-ROOM. 3. QUEEN ANNE'S ROOM.

It was originally announced that the first of the meetings in London of the Peace Plenipotentiaries of Turkey and of the four Allied States would take place on Friday, December 13. Later, when it was stated that the conferences would be held at St. James's Palace, it was made known that the first would be on the 14th. The Palace, it need scarcely be said, has many historic associations. Before it was rebuilt from designs by Holbein in 1532, the building that had previously stood there was a hospital for "maisons that were leprous." After the burning of Whitehall in 1697, St. James's Palace became the chief royal residence, and remained so for many years. The last British ruler to live there was George III., but so hard to precedent and custom die—foreign Ambassadors are still accredited "to the Court of St. James's." Several royal deaths have taken place in the Palace, among them those of

4. THE ENTRÉE ROOM. 5. THE BANQUETING HALL. 6. THE THRONE ROOM.

Queen Mary I., in 1558, and Queen Caroline, wife of George II. Charles II., the Old Pretender, and George IV., were all born in St. James's Palace, and Queen Victoria was married in its Chapel Royal. At the present day the Lord Chamberlain's Department is housed in a part of the buildings. Privy Council meetings at the accession of new Sovereigns are held in St. James's, and there also met the committees that organised the Coronation of George V., and the Investiture of the Prince of Wales at Carnarvon. The state apartments which are in use at the present time are the Throne Room, where the King holds levees and investitures, and, beyond them, the Royal Closet, a Boudoir overlooking the Mall, and the fine Banqueting Room. *En suite* with these are the chief drawing-room, once the Great Council Chamber, and Queen Anne's Drawing Room.



## AN ADMIRALTY CHANGE: THE NEW FIRST SEA LORD.

PHOTOGRAPH BY VANDYK.



SUCCESSOR TO ADMIRAL SIR FRANCIS BRIDGEMAN: ADMIRAL H.S.H. PRINCE LOUIS ALEXANDER OF BATTENBERG;  
RECENTLY SECOND SEA LORD—A PHOTOGRAVURE PORTRAIT.

Admiral Sir Francis Bridgeman having resigned, for reasons of health, H.S.H. Prince Louis Alexander of Battenberg, G.C.B., G.C.V.O., K.C.M.G., A.D.C., the Second Sea Lord, has become First Sea Lord of the Admiralty. His Serene Highness, whose experience of naval affairs is of the first order, was born on May 24, 1854, at Gratz, in Austria, eldest son of the late Prince Alexander of Hesse. In 1884 he married his cousin, Princess Victoria, daughter of the Grand Duke Louis IV. of Hesse and Princess Alice,

daughter of Queen Victoria. He became a naturalised British subject and entered the Navy in 1868. He was a Lieutenant on the "Inconstant" during the Egyptian War, and, in charge of a battery, landed with the Naval Brigade for the occupation of Alexandria. He has held command of a Cruiser Squadron, in the Mediterranean Fleet, of the Atlantic Fleet, and in the Home Fleet. Amongst various other appointments he has held the most important one of Director of Naval Intelligence.



# PROTECTORS OF COMMERCE: GERMANY'S LATEST DREADNOUGHTS.

PHOTOGRAPHS BY RENARD



REPRESENTATIVE OF THE LATEST CRUISERS OF THE GERMAN NAVY: THE DREADNOUGHT-CRUISER "MOLTKE"—A PHOTOGRAVURE.



REPRESENTATIVE OF THE LATEST BATTLE-SHIPS OF THE GERMAN NAVY: THE DREADNOUGHT BATTLE-SHIP "KAISER"—A PHOTOGRAVURE.

The Dreadnought-cruiser "Moltke," representative of the latest type of such vessels in the German navy, has a displacement of 23,000 tons; a water-line length of 590½ feet; a beam of 97 feet; a maximum draught of 27 feet; and a length over all of 610 feet. Her guns are ten 11-inch, 45 cal.; twelve 6-inch; and twelve 24-pounders. She has four submerged torpedo-tubes (19½-inch), 2 broadside, 1 bow, and 1 stern. Her armour (Krupp) is as follows: 7½-inch belt, amidships; 4-inch belt, ends; and 8-inch, turrets. The contract h.p. was 70,000. This the "Moltke" exceeded on trials; but her normal maximum speed is little over 27 knots at the most, and probably nearer 25. The

Dreadnought "Kaiser," representative of the latest type of such vessels in the German navy, has a displacement of 24,500 tons; a water-line length of 564 feet; a beam of 95½ feet; and a maximum draught of 27½ feet. Her guns are ten 12.2 inch, 50 cal.; twelve 6-inch; and twelve 24-pounders; and she has six submerged torpedo-tubes (22-inch). Her Krupp armour is as follows: 12½-inch belt, amidships; 6-inch belt, bow; 5-inch belt, aft; 12-inch, turrets; and 7-inch, battery. The belt extends for a considerable distance under water. It is believed that the upper deck is armoured against attack from aircraft. The contract h.p. was 25,000. The speed developed is twenty knots.



## AT WAR-PRACTICE: GUNNERY IN THE GERMAN AND BRITISH NAVIES.

FIRST PHOTOGRAPH BY RENARD.



IN THE NORTH SEA, GERMANY'S GREAT CENTRE OF CONCENTRATION: AN IMPERIAL WAR-SHIP FIRING—A PHOTOGRAPHURE.



THE MOMENT AFTER SEVEN 7.5 GUNS HAD BEEN FIRED SIMULTANEOUSLY: H.M.S. "SWIFTSURE" AT GUNNERY PRACTICE—A PHOTOGRAPHURE.

In a note to his "Fleet in Being" (Macmillan), Mr. Rudyard Kipling says of gunnery in the British Navy: "Many men will tell you that our ships are undergunned. So they are—on paper; but on paper a gun merely represents a tube sticking out of the side. One does not see the little group of from three to nine men who work it in action; the ammunition-hoist that feeds it; or the pile of live shell and cartridge that would lie beside it. These things take up space, and the more space you supply, the less will the gun be disconcerted by its own or a neighbour's disaster. . . . The effect of wounded men kicking and hiccupping in a crowded secondary battery is bad

for cool aiming. . . . On an open deck, with fair intervals between the guns, the wounded can be moved out of the way at once. . . . I am speaking now of light armaments behind shields. The knowledge that one lucky shot might wreck two or three guns together does not make for happiness. This is why our guns are comparatively few in number, but exceedingly handy to work. . . . Two or three shots in a nest of crowded guns, [open ammunition-hoists, and piles of 'ready' cartridges, will do more moral and intellectual damage than the effacement of one or two guns in a line strung evenly from bow to stern."



# MIGHT OF BRITAIN: A "PLATE" OF THE STEEL WALL WHICH GUARDS THE MOTHERLAND AND HER DOMINIONS.

PHOTOGRAPH BY CRIBB; REPRODUCED BY THE PHOTOGRAVURE PROCESS.



## MAINTAINING THE INTEGRITY OF THE EMPIRE AND READY TO ASSIST IN REPELLING ANY DANGER WHICH MAY THREATEN ITS SECURITY: H.M.S. "KING GEORGE V."

Mr. Borden's great patriotic speech in the Canadian House of Commons the other day, in which he announced that the Dominion Parliament would be asked to vote seven million pounds for the immediate construction of three of "the largest and strongest ships of war that science can build or money supply," contained numerous striking passages, and none more significant than those designed expressly to emphasise the loyalty of the British Dominions, great and small, to the mother-country. To take but two examples: "The day has come when either the existence of the Empire will be imperilled, or the young and mighty Dominions must join with the Motherland to make secure the common safety and the common heritage of all"; and, again: "Almost unaided the Motherland, not for herself,

but for us as well, is sustaining the burden of a vital Imperial duty . . . Bringing the best assistance we may . . . we come thus to her aid in token of our determination to protect and ensure the safety and integrity of this Empire, and our resolve to defend on sea as well as on land our flag, our honour, and our heritage." The "King George V." was laid down in January of last year, and it was arranged she should be completed by January of next year. She has a normal displacement of 25,000 tons, and a length of 564 feet, and is of 31,000 h.p. Her sisters are the "Centurion," "Ajax," and "Audacious," all programmed to be ready at the same time. She was launched in October last, and is the twenty-second British Dreadnought and the seventh British super-Dreadnought.



## KEEPING PLACES IN THE SUN: BRITISH AND GERMAN WAR-SHIPS.

PHOTOGRAPHS BY REWARD AND CHINN.



MANOEUVRING OVER THAT GREAT STRATEGIC DIFFICULTY, THE NORTH SEA: SHIPS OF THE GERMAN FLEET—A PHOTOGRAVURE.



TEETH OF THE BRITISH BULL-DOG: 13'S GUNS ON H.M.S. "CONQUEROR"—A PHOTOGRAVURE.



IN CLOSE FORMATION: WAR-SHIPS OF GERMANY'S GREAT AND POWERFUL FLEET MANOEUVRING—A PHOTOGRAVURE.

In the Admiralty memorandum supplied to the Dominion of Canada, it was written: "Attention must be drawn to the explicit declaration of the tactical objects for which the German fleet exists, as set forth in the preamble to the Naval Law of 1900 as follows: 'In order to protect German trade and commerce under existing conditions, only one thing will suffice—namely, Germany must possess a battle fleet of such a strength that even for the most powerful naval adversary a war would involve such risks as to make that Power's own supremacy doubtful. For this purpose it is not absolutely necessary that the German fleet should be as strong as that of the greatest Naval Power,

for, as a rule, a great Naval Power will not be in a position to concentrate all its forces against us.' It is now necessary to look forward to the situation in 1915. In Home waters, in the spring of the year 1915, Great Britain will have twenty-five Dreadnought battle-ships and two Lord Nelsons, Germany will have seventeen Dreadnought battle-ships; Great Britain will have six battle-cruisers, Germany will have six battle-cruisers. . . . The reserve of strength will steadily diminish every year. . . . It will diminish more rapidly if new construction in Germany is increased or accelerated. As this process continues, greater exertions will be required by the British Empire."



## WAR-SHIP BUILDING: VITAL WORK FOR MOTHERLAND AND DOMINIONS.

PHOTOGRAPH COURTEOUSLY SUPPLIED BY SIR W. ARMSTRONG, WHITWORTH AND CO.



THE BEGINNING OF A SUPER-DREADNOUGHT: A VIEW OF THE KEEL, LOOKING ON TOP—A PHOTOGRAVURE.

There can be no doubt that shipbuilding in this country will receive a very decided filip; for there will be the three Canadian super-Dreadnoughts to be built here, and there are signs that other Dominions are thinking of following Canada's example. Should they do so, this will doubtless give further work to British yards. In his speech in the Canadian House of Commons, Mr. Borden said of the Canadian contribution: "Where shall these ships be built? They will be built under Admiralty supervision in the United Kingdom, for the reason that, at present, there are no adequate facilities for constructing them in

Canada. The plant required for the construction of Dreadnought battle-ships is enormous. . . . In any case, only half could be built in Canada, because the machinery for armour and guns would necessarily be constructed or manufactured in the United Kingdom. The additional cost of construction in Canada would be about twelve million dollars for the three, and it would be impossible to estimate the delay. . . . I am assured . . . that the Admiralty are prepared in the early future to give orders for the construction in Canada of small cruisers, oil-tank vessels, and auxiliary craft of various kinds."



## LOYAL CANADA; THE PROPOSER OF THE £7,000,000 GIFT TO THE NAVY.

PHOTOGRAPH BY MONTMINY; COURTEOUSLY LENT BY THE HIGH COMMISSIONER FOR CANADA.



"WE CANNOT AND WILL NOT WAIT AND DELIBERATE UNTIL THE IMPENDING STORM SHALL HAVE BURST UPON US IN FURY AND WITH DISASTER": THE RT. HON. R. L. BORDEN, PREMIER OF CANADA—A PHOTOGRAVURE PORTRAIT.

In the course of the speech in which he advocated that Canada should give the money for three super-Dreadnoughts for the British Navy, Mr. Borden said: "A crushing defeat upon the high seas would render the British Islands, or any Dominion, subject to invasion by any great military Power; loss of such a decisive battle by Great Britain would practically destroy the United Kingdom, shatter the British Empire to its founda-

tions. . . . To-day, while the clouds are heavy and we hear the booming of distant thunder and see lightning flashes above the horizon, we cannot and will not wait and deliberate until the impending storm shall have burst upon us in fury and with disaster." The Rt. Hon. R. L. Borden, K.C., M.P., was born at Grand Pré on the 26th of June, 1854, and has been Premier of Canada since 1911. He leads the Conservative Party.



ESTABLISHED 99 YEARS AGO.

# Crawford's Assorted Shortbread

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SUPPLIED BY HIGH-CLASS GROCERS &amp; BAKERS EVERYWHERE

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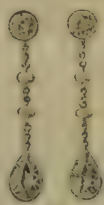


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Diamond Half-hoop Ring,  
set in all Platinum,  
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All Diamond Cluster  
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Earrings,  
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Diamond Pendant,  
£6 10 0

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£6 18 0



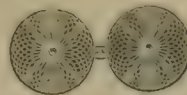
Fine Diamond  
Earrings,  
£42 0 0



Fine Gold Bar, set with Peridots, Diamonds and Pearls,  
£4 0 0



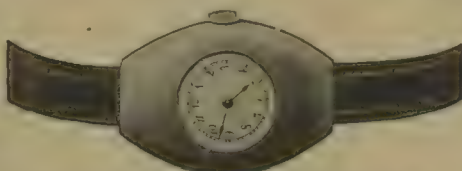
Mother-of-Pearl, Platinum, and  
Diamond Links,  
£6 15 0 the pair.



New Engine-turned 18-ct. Gold  
Links, £3 3 0 the pair.  
The same in Solid Platinum,  
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The New Long Shape Silver Watch on Grey Velvet Calf Wristlet,  
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Set in all Platinum,  
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The new Tonneau Shape Watch on Grey Velvet Calf Wristlet, 18-ct. Gold,  
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ELLIMAN, SONS & Co.,  
Embrocation Manufacturers,  
SLOUGH, ENGLAND.

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# ELLIMAN'S





## THE SUNNY SOUTH.

MIGNON asks if "the land is known where the orange and myrtle bloom"; assuredly it must be that winter Paradise of those who dwell in northern climes and are gradually growing accustomed to journey southwards to find the bright and sunny days enjoyed on the shores of the Mediterranean. The popularity of the Riviera is increasing. Each year the list of visitors is swelled, and the number of those who make long stays is demonstrated by the villas which have sprung up, threatening to make one street of the sea-coast which stretches away from Cannes to the Italian frontier. It has become the winter resort of the very best society, too far for the "trippers," and rarely troubled by the "personally conducted." Its vogue has spread to other quarters of the globe, and Europe has no longer the monopoly of that bright and sunny spot. Ocean steamers now make special trips across the Atlantic, calling at Monte Carlo, as the principal port along the Riviera, where the authorities have made every provision for landing and embarking passengers. The harbour being constructed there is destined to secure the patronage of yachtsmen whiling away the winter in waters which formerly were regarded with suspicion by underwriters at Lloyd's, owing to the want of adequate shelter from the "mistral." The long task of transforming a portion of the bay into a deep-sea harbour is nearing completion, and in time the port of Monaco will prove an important feature in the commercial world, more convenient and rapid than Savona or Genoa for the transport of merchandise to northern Italy, when the new line of railway brings Turin in closer connection with Nice. In the meantime the tenth annual exhibition of motor-boats has given enormous development to that sport—which was founded at Monaco—and this season will see there a number of hydro-aeroplanes which will in due course be incorporated among the new engines of war pertaining to the twentieth century.

Clubs exist in each town, but club-life is seriously interfered with by the habit of gathering for the exchange of

news on the promenade either at Nice or at Cannes, or Mentone. "Footing" is not in high favour at Cannes, where the Promenade de la Croisette is more patronised by equipages than pedestrians. Nice, with its Promenade des Anglais, is divided into those who take their morning walk and those who prefer their ease in carriages or motor-cars, while people at Mentone give plenty of profit to those jobmasters who, for a small extra payment,

time will come when M. Camille Blanc, the successor of his father, the founder of the prosperity of Monaco, where no taxes are levied, will be able to carry out the scheme of extending the promenades round and about the temple of fortune—the "Cercle des Etrangers." Every encouragement is offered those who commenced the ideal walk by the seaside from Nice to Mentone. The section from Monte Carlo to the latter place is even now practicable and well patronised. Time works wonders, and when completed, the new lower road, closed against vehicular traffic and reserved for pedestrians, will be greatly appreciated.

The terrace is a world in itself. There are promenaders out early in the morning following their "cure," as they do at Ems, Homburg, and elsewhere, by baths and waters from the establishment under the control of Dr. Konried, well known by those who follow the rules laid down in Austria and Germany. Dress is unconventional. The shooting-coat and the tennis-jacket mingle with the more sober suits of those who find no joy in athletics, although perhaps they are waiting for the club motor-car which will take them up to the links at Mont Agel. Then, there are the invalids—if, indeed, such a category can be found in a climate where, perhaps, one might hazard the quotation that "All save the spirit of man is divine." They stand with glasses outside the "trinkhalle," drinking the pure and sparkling liquid from Continental sources famous for their therapeutic virtues, in continuing the treatment from which they have derived benefit during their visit to their favourite Spa. The terrace is not so fatiguing as the promenades at Cannes, Nice, and Mentone. It is an open-air club peopled by relays of members, who have a tacit understanding as to the hours when they should gather. The ladies come out to show their pretty spring dresses, for, although it is winter—bitter, cold, and dark—in the North, here they are in the realms of eternal spring. Men who have not met for years join hands and talk of days gone by. Hardly a well-known name in the world of fashion, art, politics, and diplomacy whose bearer fails to make his appearance on that broad walk overlooking the azure sea.



WHERE THE BEARERS OF FAMOUS NAMES FOREGATHER: THE TERRACE AT MONTE CARLO.

rig out the driver in livery, and stick a cockade in the tall hat he is compelled to exchange for the legendary "bowler" of the country. Monte Carlo has, up to the present, been compelled to restrict its promenade to the limits imposed by the dimensions of the terrace fronting the Casino, trenched on already by the management for the building of private rooms to accommodate those who desire more privacy for their skirmish with the bank. The

appearance on that broad walk overlooking the azure sea.

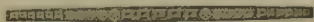


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Famous the World over for  
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Fine quality Ruby and Diamond Safety Pin Brooch, £16 10 0



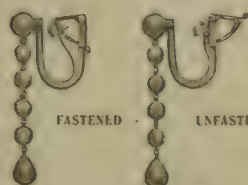
Fine quality Diamond and Pearl Brooch, Platinum Bar, £29 0 0



Fine quality Amethyst and Diamond Bee on Gold Bar Brooch, with Pearl ends, £5 5 0



Fine quality Sapphire and Pearl Bracelet, mounted in Platinum and Fine Gold, £13 10 0

THE NEW EARRING FITTING  
FOR  
NON-PIERCED EARS.Supersedes all others, as once adjusted requires  
ONE ACTION ONLY  
TO FASTEN OR UNFASTEN.Can be fitted to any pattern Earring, or to  
Customer's own Earrings.

## CHRISTMAS

## PRESENTS.



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Fine quality Pearl and Sapphire Earrings, £5 5 0 per pair.



18-carat Gold Links, engine turned, £3 0 0 per pair.



15-carat Gold Keyless Lever Watch, mounted on 15-carat Gold, London-made Expanding Bracelet, £28 0 0



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## IN TWO CONTINENTS.

**Uganda.** Uganda has been the scene of a wonderful quick-change. Less than sixty years ago it was, in the words of Colonel Vetch, "totally unknown, sealed up, hidden away from external civilisation, a country given over to idolatry and fetishism, superstition and cruelty." Now it has already a past of nearly twenty years within the British Empire, a seventh of its population adheres to Christianity, raised from the seed of native martyrs, and its future as a great planter's country seems assured. Colonel Vetch displays this contrast between then and now in our youngest Protectorate in a few pages introductory to "Soldiering and Sport in Uganda, 1909-1910" (Walter Scott), by Captain E. G. Dion Lardner. Captain Lardner also has something to

and "m'safiri," a traveller, but in its Swahili form its application has widened out to mean travel, the caravan that is travelling, and all the sport coming in the caravan's way. As Captain Lardner's duties with his regiment, the King's African Rifles, took him on a tour of twelve hundred miles or so, round the Protectorate—"safari" with him is a comprehensive term. It takes in the natural scenery and the possibilities of the soil, the flora, the beauties of the butterflies, the weird calls of birds, the ways of big game, the humours of the porters, the habits of the natives generally, the discomforts, and their alleviations, of the life for the white man, and even the question of frontiers, which cropped up sharply during the author's residence, when his force and one from the Belgian Congo came near a collision. The most vivid pages are those telling of elephant-hunts, and particularly of a stampede of a herd

of five hundred through the bush at twelve miles an hour, leaving a smooth track behind them as flat as Piccadilly. Captain Lardner has an easy, graphic pen, and his text is supplemented with some seventy very excellent reproductions from photographs.

## Pennell's Pictures of the Panama Canal.

Special reporting at its best holds its own against that universal provider of unspecialised reports, the cinematograph: "Joseph Pennell's Pictures of the Panama Canal" (Heinemann) is full of the individual energy that cries defiance at the camera. Whether Mr. Pennell reports a naval review or Whistler, a Wren church or a bicycle tour, he is quick to grasp the man and

the situation; but, for all his adaptability, his pencil remains keenly personal. "The idea," he says, "of going to Panama to make lithographs of the Canal was mine. I suggested it; and the *Century Magazine* and *The Illustrated*



MIGHTIER THAN ANY ROMAN AQUEDUCT: A PENNELL LITHOGRAPH OF THE ARCHES AT GATUN LOCK ON THE PANAMA CANAL.

"These huge arches, only made as arches to save concrete and to break the waves of the lake, are mightier than any Roman aqueduct, and more pictorial, yet soon they will be hidden almost to the top by the waters of the lake. Electric locomotives will run out to the farthest point, and from it tow the ships into the lock. Beyond is Gatun Lake."

From "Joseph Pennell's Pictures of the Panama Canal"—by Courtesy of the Publisher, Mr. William Heinemann.

*London News* offered to print some of the drawings I might make. . . . I had come at exactly the right time. Day after day it was the same—everything, including Government hotels and labour trains, open to me. It seemed that everything had been arranged for me by the Commission, who, it also seemed, had been doing nothing for weeks but waiting my coming." It goes without saying that Mr. Pennell's drawings are more accomplished than his letterpress. One thrills to his effects—to the towering, unfinished locks, to the concrete, steam, rock, and engines that he brings to order with an instinct as unerring as Mr. Williamson, the engineer's. We are impressed because he was impressed. It is a most interesting record.



A NATURAL AVIARY: A TREE FULL OF BIRDS' NESTS IN THE BOTANICAL GARDENS AT ENTebbe.

"The Botanical Gardens of Entebbe are extremely beautiful—almost beyond description. . . . In one [illustration] is depicted a tree typical to Uganda, with yellow-hangers' nests hanging to the branches."

From "Soldiering and Sport in Uganda," 1909-10, by Captain E. G. Dion Lardner—by Courtesy of the Publishers, the Walter Scott Publishing Co., Ltd.

say of Uganda's past, but chiefly his volume is a bright record of things seen and experienced in the present. Its subject is "safari," which requires a little explanation. The word is closely allied to the Arabic "m'safa," a caravan,



BY APPOINTMENT TO H.M. THE KING.

## Lemco and Milk is Splendid for Growing Children

Lemco contains the rich meat-bases and essentially valuable properties of prime lean beef. It is delicious in flavour. A child who dislikes meat thrives on Lemco and Milk. A child who cannot digest milk can easily digest it if a little Lemco is added. A child who is delicate or anæmic quickly responds to this wonderful strength-building diet.

Lemco is one of the finest digestive stimulants known. That is why milk and other foods are so enormously enhanced in food-value when a little Lemco is added to them. Doctors usually recommend  $\frac{1}{2}$  to a  $\frac{1}{4}$  teaspoonful of Lemco to  $\frac{1}{2}$  a pint of warm milk.



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LEMCO & MILK"

# LEMCO

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Is your  
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the list?

You can pay your friend no higher compliment than to suggest that his palate is educated to the standard of Johnnie Walker Scotch Whisky.

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packed for  
Christmas**

in three, six and  
twelve bottle cases.

OBTAINABLE FROM ALL LICENSED DEALERS

Guaranteed same quality  
throughout the world.

*Born 1820—still going strong!*

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WHISKY DISTILLERS, KILMARNOCK.



## ART NOTES.

"TELL Seurat I should despair if my figures were accurate," he told him that if you take a photograph of a man digging potatoes, in my opinion he is sure to look as if he were not digging," wrote Van Gogh. His distrust of camera-accuracy sent him to great lengths in another direction. Tell him," he continues, "it is my most fervent desire to know how to paint the deviations from reality, the inaccuracies and transfigurations that come about by chance. Well, yes, if you like, they are lies; but they are more valuable than the real values."

The man digging potatoes is unfortunate in any case. With the rigid accuracy of the camera on the one hand, and the excessive inaccuracies of the Post-Impressionist on the other, he never seems to get on with his work. But Van Gogh's principles, when they are practised sanely, as Mr. Harry Becker practises them, make the work of the fields go forward swingingly.

All Mr. Harry Becker's paintings at the Meryon Gallery in Davies Street take us into the fields, and right up to the field-labourer. The mower or the hedger, the hoer or the ploughman, stands between you and the sky, large, important, powerful. His scythe cuts across the picture; you are quite near him when he sharpens his blade; he fills your eye as he passes stiffly with his tools shouldered; his earth-coloured jersey blocks out ten acres of jersey-coloured field as he stoops among the beans; the near red of his neck and cheek, among grey whiskers, is strong as the distant regiment of poppies. Mr. Becker's large swift touch

suits the movement of the fields; his clean, unlaboured pigment matches the high colour of the open. Here and there, indeed, he has been too swift, too facile, in his record. The sweep of a labourer's leg in several cases is without strength and unduly long because the artist has not given himself time to cut it short and put bone or muscle under its corduroy. There is, however, always sun somewhere behind his clouds!



THE CORPSE OF THE GREEK PATRIARCH BORNE IN A SITTING POSTURE THROUGH THE STREETS OF STAMBOUL: THE FUNERAL OF JOACHIM III. AT CONSTANTINOPLE.

To British ideas there was something rather gruesome in the parading through the streets, in a sitting posture, of the body of the Greek Ecumenical Patriarch, Joachim III., at Constantinople. His funeral took place there on December 1 amid a great concourse. The service was held at the small cathedral in the Phanar, and the body, seated in the patriarchal throne, with Bible on knee, was carried to a steamer, which conveyed it to the place of burial at Balıklı. At the previous sitting in state in the cathedral, it is said, there were wild scenes as numbers of Greeks pressed round to kiss the dead Patriarch's hand, and it is even reported that, in the confusion, the crown was several times knocked off and the body disarranged.

Christmas cards and the "trade" are unaffected by the Post-Impressionists. For every "Madonna" Mr. Roger Fry sends out to his friends from the Grafton Galleries he will receive a dozen pasteboard Bellinis and Della Robbias. And yet there is a new "Holy Family" ready for the brush. In the recently published note-books of Samuel Butler there is the lively suggestion: "On Hindhead, last Easter, we saw a family wash hung out to dry. There were papa's two great night-shirts and mamma's two lesser night-gowns, and then the children's smaller articles of clothing, all full swollen with a strong north-east wind. . . . I should like a Santa Famiglia with clothes drying in the background." E. M.

Well bound, well arranged, and well printed, and what everybody requires, is descriptive of the extensive series of "Walker's Diaries," published by Messrs. John Walker and Co., and sold by all stationers and stores. One of "Walker's Diaries" makes an excellent small present—far better than a useless Christmas card, and not much more expensive. The sizes range from tiny and light booklets for keeping a brief note of engagements, to large and well-bound volumes, and there is a desk-diary, and also a bold wall-tablet for the office or library wall. Each volume includes an accident insurance policy coupon for £1000. There are "One Day to a Page" in various sizes, while the "Graphic" Diary is dainty in size and light in weight, and specially suitable for sending to a lady; "size 07" in this is 3 by 2 in., and it gradually increases to "size 07," which is 5½ by 2½ in. The "Parson's Loose Leaf Pocket-Book" is a useful novelty, devised by a vicar, and just the thing to give one's clergyman this year.



If the first taste of a dentifrice is a good taste, the regular care of the teeth will be an easy habit to form

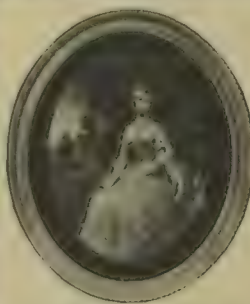
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So delicious in flavour that children use it eagerly and faithfully, making the tooth-brush habit not a task, but a treat. It thoroughly cleans the teeth and leaves the whole mouth in that sweet, clean, non-acid condition that protects against decay germs.

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"Mrs. Robinson," after Gainsborough, R.A.  
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35/-

**GREATEST  
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| Down Quilts      |                   | Pictures        | Electric Lamps     |

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Improved Shirt Case.

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| Real Pigskin, lined corded sateen, | 37/6  |
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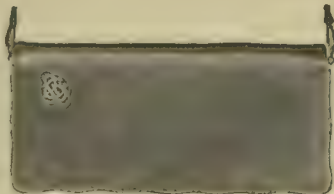


Folding Slippers.

Pigskin (Men's sizes) 23/-  
 Soft Leather (Ladies' sizes) 12/6  
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Open view.  
 Showing purse compart-  
 ment, powder case, and  
 mirror.



"Princess" new shape Lady's Handbag. Fine grain  
 seal; silver-gilt flexible rim, £5 5s.



"Done" Frame Bag in Black  
 Moiré Silk, fitted with puff and  
 mirror, safety loop handle, 42/-  
 Silver gilt mirrors from 6/-  
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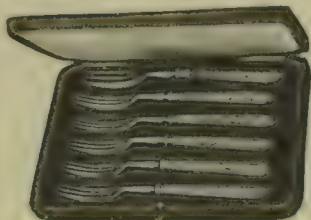
A few suggestions for  
 Christmas Gifts from

## Finnigans

A great variety of charming and useful presents are illustrated in Finnigans  
 Special Christmas List. They are of the very latest designs, and exhibit  
 that perfect finish which distinguishes all articles of their manufacture.

Upon receipt of a postcard a copy will be sent with pleasure to those who are unable to call at

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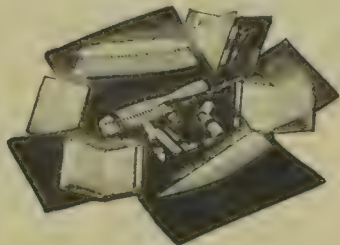
Cake Forks (Silver Handled), 25/6  
 One prong of each fork has a knife  
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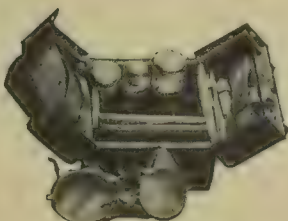
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MANCHESTER.

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Ladies' Flat Motor Dressing Case.  
 Fitted Ivory and Silver ... £7 10 0  
 Parisian Ivory and Silver ... £5 5 0



Ladies' Motor Hand Bag.  
 In green polished morocco, silver gilt fittings,  
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Silver and Glass Inkstand, with  
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Malaga Motor Companion,  
 Silver tops, £4 17 6



Beautiful Pearl Manicure Set.  
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AN IDEAL XMAS GIFT.



Can be instantly raised, lowered, reversed, or inclined either way. It extends over BED, COUCH, or CHAIR without touching it, and is the ideal Table for reading or taking meals in bed with ease and comfort. Change of position is effected by simply pressing the patent push-button. The height of Table can be adjusted at any point from 28 in. to 43 in. from floor. The top is 27 in. long by 18 in. wide, and is always in alignment with the base. It cannot overbalance. The "Adapta" Table is a modern Home Comfort, instantly adjustable to various convenient uses, such as Reading Stand, Writing Table, Bed Rest, Sewing or Work Table, Music Stand, Easel, Card Table, &c.

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Simply press a button and the back declines or automatically rises to any position desired by the occupant. Release the button, and the back is instantly and securely locked.

The detachable Front Table can be used flat for writing or inclined for reading. When not in use it is concealed under the seat. The arms lift up and turn outwards, forming Side Tables for holding books, writing materials, etc.

The Adjustable Reading Desk and round Side Tray can be used on either side of Chair.

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The only Chair combining these conveniences or that is so easily adjusted.

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## MUSIC.

GALL is, to the best of our knowledge, an ingredient of ink, certainly it must have been a part of the ink used in a recent newspaper controversy occasioned by the needs of the family of the late Coleridge-Taylor. An eminent composer has criticised the terms made by Mr. Coleridge-Taylor's publishers, and they have defended themselves with at least as much asperity as the occasion demanded. The case is one the public may readily misunderstand. The risk of publishing the work of a man before he becomes known is not small, but the profits generally are. Beethoven, Schubert, and many another great composer have felt the pinch of poverty while giving to the world some of its greatest musical treasures; compared with them Coleridge-Taylor did not fare so badly.

The Stock Exchange Orchestra paid tribute last week to Coleridge-Taylor, who was, for a short time, its conductor. The Choir gave two of his part-songs—Mr



WITH HIS CANINE COMPANION AND HIS POST-IMPRESSIONIST HELMET: A NEW PARIS "GARDE-DE-NUIT" ON DUTY.

not to feel that with Coleridge-Taylor a composer who had a very great future before him passed from our midst. Inspiration came to him in many forms, and whatever the form he made it enduring.

Last week's concerts were chiefly remarkable for a series of interesting vocal recitals. Mme. Elena Gerhardt devoted her programme at the Queen's Hall to Brahms, Schubert, Richard Strauss, and Hugo Wolf, and proved, not for the first time, that she is the most classical singer of the present day. Without making any concessions, without departing for one moment from her rule of restraint, she seems to lay bare the soul of the music and the soul of the words—the one is of as much importance as the other. The full possibilities of some of the songs she sang would appear to have been gauged for the first time, and one feels that Mme. Gerhardt's art is of the highest and the purest. A word of sincere praise is due to Mlle. Paula Hequer, who accompanied.

At the Æolian Hall Mr. Plunket Greene gave a recital of more than ordinary length, to the delight of a considerable audience. He was admirably accompanied by Mr. Liddle, who, no less than Mr. Greene, entered into the spirit of every song, and seemed able to pass as easily and readily as the singer from one mood to another.

Miss Alice Mandeville, one of the most artistic of our singers, was heard last week at the Bechstein Hall, accompanied by Mr. Hamilton Harty, in English, French, German, and Italian songs. She was perhaps heard to

best advantage in "Per la gloria d'adoravi" of Buononcini and Schumann's "Requiem." Miss Mandeville brings to all her work a natural sense of what is best in music, devoted study, and an unaffected delivery.—Mlle. Antonia Dolores, assisted by Mr. Boyd Wells, gave a recital at Bechstein's, and was heard to advantage in a *scena* from "William Tell" and in a recitative and aria by Paisiello. Mlle. Dolores has an extremely agreeable method, and a fine sense of the musical value of words.—A recital by Mr. Frederic Lamond, the interpreter *par excellence* of Beethoven's piano music, the production of a new Symphony by Sir Hubert Parry, and of a setting of Milton's "Lycidas" for soprano, baritone, chorus, and orchestra, by Mr. H. R. Hulbert, were other notable musical events last week.



Photo. Typical

WHAT THE SUBURBAN HOUSEHOLDER MAY EXPECT IN THE FUTURE: AN AEROPLANE'S DESCENT ON THE ROOF OF A VILLA IN NORTH LONDON.

During his flight from Paris to London, Mr. J. B. Manio, the Italian airman, landed on Dec 6 on the roof of a house—75, Derwent Road—at Palmer's Green. He had ascended from Sir George Faudel-Phillips' seat at Balls Park, Hertford, and, owing to the wind he drifted eastward, and eventually found himself in a perilous position, flying over houses with his engine giving trouble. His machine was damaged, and two chimneys were displaced, but the airman himself escaped without injury.

DOGS ON NOCTURNAL POLICE DUTY IN PARIS UNDER THE NEW SYSTEM:  
A "GARDE-DE-NUIT" MAKING HIS REPORT.

Paris has instituted a new force of night-watchmen, or "gardes-de-nuit," whose especial duty is to protect the great shops from the nocturnal burglar. Each member of the new force is armed with a revolver and a baton, and is accompanied by a police-dog. The uniform, and especially the design on the helmet, seems to show the influence of Post-Impressionism, like the new Shakespearean costumes of the Granville-Barker productions in London.

Catterall played the solo part in the Violin Concerto in G minor, and Mr. Julien Henry sang "Hiawatha's Vision," Weber, Mendelssohn, and Sullivan, whose "Memoriam" Overture was selected, were other composers called upon, and all the music was well played. Listening to the work that filled so large a part of the programme, it was impossible

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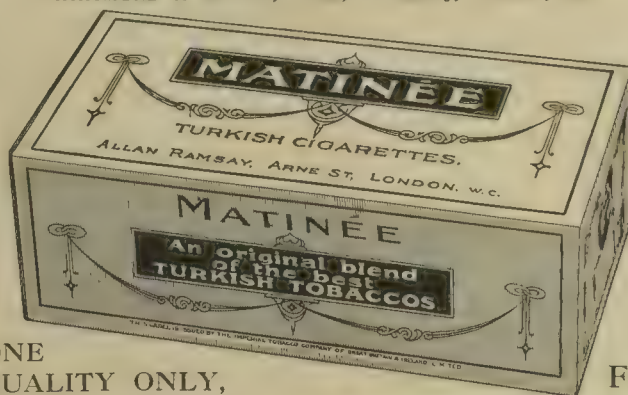
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## LADIES' PAGES.

## DRESS NOTES

MANY of the gowns now being prepared for Riviera wear (sure harbingers of early spring fashion) are cut down at the throat and quite collarless; and some are even more—slightly hollowed at the pit of the throat, even cut in a round or minute V-shape in front. To wear with these out-of-doors there are round necklets of fur, with no ends, though some have a frill of muslin or lace round the upper edge and a corresponding jabot of gathered lace attached to the lower edge; while others close by hooks concealed under a very large and smart bow of ribbon with ends, which generally comes to the left side. A very useful *tour de col* of this sort can be easily built for herself by the ingenious home dressmaker out of plush, either white or seal-brown, or of the colour of the coat with which it is to be worn. The material is merely laid, either flat or in neat pressed folds, so as to be well supported on a band of stiff muslin, which is further reinforced by three or more collar-supports behind the lining. The *tour de col* should be as deep as ever the throat will allow with com-

fort; and, by the way, anything of this sort suits long-necked people much better than it does the plump and short-throated. Again, very pretty neck-surrounds of this order can be made by covering the muslin foundation with folded ribbon or soft satin, and edging it top and bottom with a narrow line of fur edging, as sold by all large drapers; this is quite inexpensive (provided you eschew sable or ermine), and the result is almost as becoming as an entire neck-band of fur; perhaps for a girl even more so. A mull can be happily made to match; that is to say, there is a very big centre of plush or folded satin, with bands of fur just to trim the sides, and possibly also along the centre of the mull. A long spray of very well-made artificial flowers is often laid along a mull, whether of material or fur; it should be posed rather slantingly from end to end; or one huge flower is set on the very centre. FILOMENA.



ODOL IN PRESENTATION AND TRAVELLING CASES.

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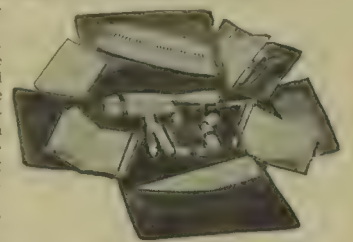
A MAGPIE ARRANGEMENT FOR EVENING WEAR.

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the teeth, keeps the breath sweet and the mouth healthy? It is put up in elegant bottles with patent caps, and one or a couple of these bottles enclosed in a velvet-lined casket, as here depicted, will form a present that any lady would be delighted to receive; and for a Christmas present to either a lady or gentleman, an Odol bottle in one of the new metal travelling-cases, either nickel, electro-plate, or solid silver, would be sure to win favour. Most chemists keep these cases, but, if necessary, particulars can be had from Odol Works, 59-63, Park Street, London, S.E.

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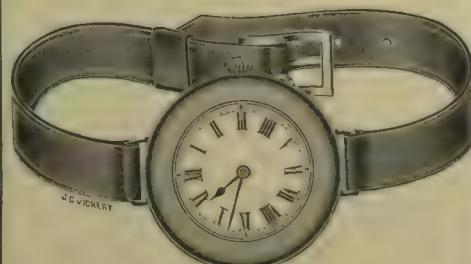


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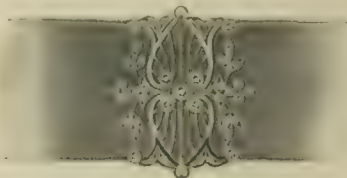
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Are now standardised, the result of years of practical  
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Stout steel, gold, dust-proof, plain case, £15 15s. Non-  
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There is harmony among the features of  
"Three Nuns" distinguishing this rare  
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The coolness befits the alluring fragrance  
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## Tobacco

"King's Head" is similar, but stronger.

Both are obtainable everywhere at

6½d. per oz.

## THREE NUNS

(Medium)

## CIGARETTES

3d. for 10.



## CHRISTMAS RAILWAY ARRANGEMENTS.

IN view of the heavy Christmas parcels traffic the Great Eastern Railway Company have made complete arrangements for the collection, conveyance, and prompt delivery of parcels in the principal towns on their system, and for their transit to all parts of the United Kingdom. The low rates in operation are in many cases less than the Parcel Post rates. All parcels should be fully and legibly addressed, and the address-label securely attached. As an extra precaution, a duplicate label should be enclosed, so that the name of the consignee may be ascertained in the event of the outside address becoming detached or defaced.

Special arrangements have been made by the Midland Company for dealing with the exceptional parcels traffic over their line during the month of December. The senders of parcels are again reminded by the company of the importance of clearly addressing all parcels before despatch, and, as an extra precaution, to enclose a duplicate label inside each package. The Christmas excursion bookings from St. Pancras will commence on Dec. 21 and be continued up to Dec. 26. The field covered by these bookings includes all parts of the Midland Counties and the North of England, Scotland, and many parts of Ireland, notably Belfast and the North via Heysham. Passengers travelling long distances will be accommodated by tickets available for various periods up to sixteen days.

As in former years, the Great Western Railway Company have arranged a splendid programme of excursions for short and long periods, to cover the Christmas holidays. Full particulars are contained in the G.W.R. Christmas Excursion Pamphlet, obtainable from the stations and offices. The Great Western, as everybody knows, carries the holiday-maker to the most delightful districts of the West of England, including the South Cornwall coast—the Cornish Riviera, as it is called from its balmy climate—as well as to South Wales. By means of the company's steamers, passengers can also go further, to Ireland and the Channel Islands.

We have received a copy of an attractive programme issued by the Great Central Railway Company. It is intended for those who are spending their Christmas in the Midlands, Yorkshire, Lancashire, Lincolnshire, or North of England. On Tuesday, Dec. 24, special expresses will leave Marylebone at suitable times for over five hundred different stations. The tickets, at low fares, will be available for return on the following Thursday, Saturday, or Tuesday. Luncheon or restaurant cars will be attached to the principal trains. Copies of this Christmas Holiday programme can be obtained free at Marylebone Station, G.C.R. town offices and agencies, or

post free from the Publicity Department, 216, Marylebone Road, London, N.W.

For the greater comfort of those going West the London and South Western Railway Company is putting on special dining-car expresses at excursion fares to Devon and Cornwall on Tuesday, Dec. 24. Special fast trains, at excursion fares, will also leave Waterloo about midnight for the West of England, and earlier for principal stations in Hants, Wilts, Somerset and Dorset, the tickets being available for varying periods up to Jan. 4. Many will doubtless journey South or West and enjoy winter rest and recreation in sunny climes, as at Bournemouth, Swanage, Southsea, Isle of Wight, Weymouth, etc., and in the West Country Riviera. For Christmas visitors to Southsea and the Isle of Wight, restaurant-car trains from Waterloo by the "Portsmouth Direct" route will be a new feature. For the first time Christmas visitors to Normandy and Paris, via Southampton and Havre, will have the advantage of crossing the Channel by one of the new geared turbine-steamers. For full particulars see programmes obtainable from Mr. Henry Holmes, Superintendent of the Line, Waterloo Station, S.E.

For the benefit of those going to Paris and the Riviera at Christmas, the Brighton Railway Company are announcing that by their Royal Mail route, via Newhaven, Dieppe, and Rouen, special 1-15-day excursions to Paris, Dieppe, and Rouen will be run from London by the express day and night services on Friday to Tuesday, Dec. 20 to 24; also a special through excursion to Cannes, Nice, and Mentone by their 10.0 a.m. service from Victoria on Dec. 23. The Newhaven and Dieppe route offers every facility for travel to the various Swiss resorts for winter sports, and remarkably cheap excursions will also be run throughout the season to the French resorts—Chamonix and Mont Revard (Aix-les-Bains).

No doubt the exceptional share of sunshine which the many pleasant resorts of the South Coast and Isle of Wight enjoy, coupled with the protection from the north winds afforded by the magnificent Downs at the rear, causes the South Coast to be selected at Christmas by a large section of the public. Its close proximity to London also makes the South Coast particularly convenient. In the concise little programme issued by the Brighton Company and sent post free on application to the Superintendent of the Line, L.H. and S.C.R., London Bridge, complete train and ticket arrangements are made. There are many day excursions to places nearer London.

Continental arrangements for Christmas by the South Eastern and Chatham Railway include cheap return tickets from London to Marseilles and stations on the French Riviera, via Folkestone and Calais, leaving Victoria (S.E. and C.Ry.) at 12.30 p.m. on Dec. 23. For the winter

sports in Switzerland a special day service (avoiding all-night travelling) will leave Charing Cross for Bâle, via Dover-Calais-Laon, at 9.0 a.m. on Dec. 20, 21, and 23. As regards Home arrangements, on Tuesday, Dec. 24, a special express train will leave Charing Cross at 12.0 midnight, Waterloo 12.2 midnight, London Bridge 12.5 midnight, for Whitstable Town, Herne Bay, Westgate, Margate, Broadstairs, and Ramsgate Harbour. There are many other Home excursions. Full particulars as to times of trains, alterations in train services, etc., will be found in the Holiday Programme and Special Train Service Supplement issued by the company.

For all who can forsake England, and the fog, damp, and general gloom of an English winter, the sunny skies and blue seas of the South have a magnetic attraction. To those who can afford it, the rediscovery of the Portuguese Riviera as a winter health resort is a great boon, and many will doubtless take advantage of the tours and cruises to Spain, Portugal, and Madeira by the Royal Mail steamers of the Booth Line. These tours have been specially arranged for the winter months, and the six boats used for the service carry every means for making such a cruise enjoyable. Illustrated guides and full particulars can be obtained from the offices of the Booth Steamship Company, 11, Adelphi Terrace, Strand, London, or Tower Building, Water Street, Liverpool.

"Presents from Ireland"—a daintily covered booklet—will introduce to any reader who sends for a copy the stock of The White House, Portrush, Ireland (Messrs. Hamilton and Co.). It includes many articles suitable for gifts. Handkerchiefs, always in demand, are to be had here in pure Irish linen, hemstitched, embroidered, or with drawn threadwork round the borders, and in ladies' or gentlemen's sizes. Real Irish lace of every variety is another item which the illustrations in the catalogue make it easy to purchase by post. Belleek china is uncommon and attractive, and the White House packs and takes risk of breakages in transit. Linen of every sort is offered, and a very useful gift is a length of the homespun or tweed that is a speciality of this house. It is made of pure wool and spun and dyed with vegetable dyes, and it simply will not wear out.

Miss Constance Drever, who is winning fresh laurels in "Gipsy Love," is one of the many fair women who constantly use the Crown Perfumery specialities. Writing to the manufacturers, Miss Drever states that she has "found Iroma most delightful, and will certainly use it in future," Iroma being the new perfume which the company introduced about a year ago, and which has already taken its place of high favour amongst those who desire daintiness and freshness in perfect combination.

## BENSON'S £25 "FIELD" WATCH.

BEST LONDON MADE. NEW MODEL. EXTRA THIN.

Hall-Chronometer, Breguet Sprung and Adjusted, with improvements to be found only in BENSON'S WATCHES. In 18-carat Gold Cases, Gentlemen's size, any style, including Monogram, £25; in Silver Cases, £15.

Owners write that the "FIELD" Watches are of "Incomparable excellence." BEST VALUE at LOWEST CASH PRICES, or the Economical and Equitable "Times" system of MONTHLY PAYMENTS is available.

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ILLUSTRATED BOOKS FREE—No. 1: Watches, Chains, Rings (with size card), &amp;c. No. 2: Clocks, 'Empire' Plate, &amp;c. No. 3 of 'Pretty yet Inexpensive Silver Articles for Presents, Bags, &amp;c.


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| Do. do. 9-ct. gold   | - | 6  | 15 0 |
| Do. do. 18-ct. gold  | - | 9  | 9 0  |
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In every style of  
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Ruby or Sapphire,  
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Sir John Bennett, Ltd., have the finest stock of Rings in London, comprising all the newest and most choice designs, mounted with Diamonds, Emeralds, Rubies, Sapphires, Pearls, and other precious Stones, ranging in price from £1 to £250. Intending purchasers may depend upon the best of quality at the lowest cash prices.



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From London (Waterloo)

**ON TUESDAY, DECEMBER 24th**

TO

**DEVON & CORNWALL.**

THE PLEASANT ROUTE

\*7.0 p.m. to Exeter, Launceston, Bude, Bude, Wadebridge, Padstow, etc.  
 \*7.25 p.m. to Exeter, Okehampton, Exmouth, Tiverton, Plymouth, etc.  
 \*7.35 p.m. to Exeter, Bideford, Ilfracombe, Bideford, Torrington, etc.  
 \*10.0 p.m. to Exeter, Bideford, Torrington, etc.  
 \*10.15 p.m. to Exeter, Bideford, Torrington, etc.

**FAST EXCURSIONS**  
 about midnight to some places, also earlier to principal stations in  
**DORSET, WILTS, SOMERSET, HANTS, ETC.**

On Dec. 20, 21, 23 and 24  
 6.40 p.m. **DINING-CAR EXPRESS WATERLOO TO PORTSMOUTH**  
 (at ordinary fares) will connect with steamer to **ISLE OF WIGHT.**

**Xmas on the Continent.**

14-day Excursions from Waterloo to  
**Paris**  
 (1st, 39/3; 2nd, 30/3; 3rd, 26/-).  
 Normandy, Brittany and Channel Islands.



For full particulars see programmes available at Company's Offices, or from Mr. HENRY H. DENT, General Manager, 1, Abchurch Lane, London, E.C. 4.

**SOUTH EASTERN & CHATHAM RAILWAY Christmas Holidays.**

**MONTE CARLO, CANNES, NICE, MENTONE, ETC.—CHEAP RETURN TICKETS.** via FOLKESTONE and CALAIS, 1st Class £9 12s. 6d., 2nd Class £6 12s. 6d., leaving VICTORIA STATION (S.E. & C.R.) at 12.30 p.m. on DEC. 24th. Returning any day up to JAN. 1st.

**PARIS and Back, via CALAIS or BOULOGNE, 30s. 6d.; BRUSSELS and Back, 40s. 6d.; BOULOGNE and back, 17s. 6d.**

**TUESDAY, DECEMBER 24th.**—A SPECIAL EXPRESS TRAIN will leave CHARING CROSS at 12.0 midnight, WATERLOO at 12.2 mid., LONDON BRIDGE at 12.3 mid. for WHITEHALL, TOWNS, HERNE HILL, WEST GATE, MARGATE, BROADSTAIRS and RAMSGATE HARBOUR. A FAST LATE TRAIN to SLAVENHAM, LUNNARD, WILLS, ST. LEONARDS, HASTINGS, ASHFORD, CANTERBURY, RAMSGATE, MARGATE, FOLKESTONE and DOVER, leaving CHARING CROSS at 12.15 mid., WATERLOO at 12.17 mid., CANNON STREET at 12.22 mid., LONDON BRIDGE at 12.24 mid., and NEW CROSS at 12.27 mid. A FAST LATE TRAIN to CHATHAM, SITTINGBOURNE, SHEPPIES, FAVERSHAM, WHITEHALL, HERNE HILL, BIRCHINGTON, WISGATE, MARGATE, BROADSTAIRS, RAMSGATE, CANTERBURY, WALSLEY, DEAF, and DOVER, leaving VICTORIA at 12.30 mid., HOLBORN at 12.32 mid., ST. PAULS at 12.37 mid., LILPHANT and CASTLE at 12.41 mid., LOUGHBORO at 12.43 mid., BRIGHTON at 12.45 mid., and HERNE HILL at 12.47 mid. **CHEAP RETURN TICKETS** will be issued by these Trains, at the **Week-end Fares**, for Stations to which Week-end Bookings are in force.

**CHRISTMAS DAY.**—The Ordinary Sunday Service will run, with certain Extra Trains.

**THURSDAY, DECEMBER 26th.**—Frequent Trains from VICTORIA, HOLBORN (LOW LEVEL) and LUDGATE HILL to the CRYSTAL PALACE (HIGH LEVEL STATION) and vice versa.

For full particulars as to alterations in Train Services, etc., see Special Train Service Supplement and Holiday Programme.

FRANCIS H. DENT, General Manager.

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New Enamelled Design as illustrated.

Fit into existing Fireplaces.

Cheerful Fire.  
 Great Economy.  
 Absolutely safe.  
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**GOING AWAY FOR CHRISTMAS?****COOK'S PROGRAMME OF MIDLAND EXCURSIONS**

OFFERS YOU A CHOICE OF

**OVER 500 PLACES**

IN VARIOUS PARTS OF ENGLAND, SCOTLAND AND IRELAND, TO WHICH CHEAP TICKETS WILL BE ISSUED AT CHRISTMAS.

APPLY FOR PROGRAMME OR TICKETS TO ANY MIDLAND STATION, MIDLAND TICKET OFFICE, OR OFFICE OF THOS. COOK AND SON.

TRAVEL BY

**MIDLAND**

FOR COMFORT.

**MODEL RAILWAYS****When your boy**

was quite a little "dot," most as soon as he could toddle, he loved to play at trains. And how he used to "chuff-chuff" as he pulled his wooden engine round the playroom or the garden!

But now, of course, he's grown—much too big for an engine that would only go when it was pulled—grown, possibly, to appreciate the wonder of our railways, and to wish that he could have a scale model railway of his own.

Give your boy a Bassett-Lowke model railway—a real railway in miniature—it will teach him to observe, to plan, to devise, and will fascinate you, too.

Send for interesting Booklet:  
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Descriptive Catalogue, Section 6, contains more than 200 illustrations of Bassett-Lowke model loco's and railway equipment.  
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**WHERE TO SPEND CHRISTMAS**

**CLACTON-ON-SEA**  
 & Southcliff,  
**FELIXSTOWE**  
**SOUTHEND-ON-SEA**

Southern Aspect,  
 Record Sunshine,  
 Mild Temperature.

Tourist, Week-End, and other Cheap Tickets.

Residential Season Tickets.

Convenient Train Service.

Midnight Supper Train to Clacton every Saturday, and to Southend every week-night.

Excursions to the Principal Stations on December 24th.

Midnight Trains to the Principal Stations on December 24.

Christmas Programme and Pamphlets, containing full particulars, will be sent gratis upon application to the Superintendent of the Line, Liverpool Street Station, London, E.C.

**This Christmas**

give her Poinsetta.  
 Do as Madame Pavlova tells you.

The world-famous dancer with the rarest and most exquisite creations of Paris and St. Petersburg at her command, has set the seal of her approval on Poinsetta Perfume—the gift of gifts for every daughter of Eve.

Atkinson's  
**Poinsetta**  
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Of all high-class chemists, 4/6, 8/6 and 20/- per bottle. Toilet Powder 2/-, Toilet Soap 1/-, Sachets 1/-, Perfumed Water-softening Crystals for the bath 2/6, 7/6 and 12/-.

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**MARIENBAD TABLETS**  
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**MARIENBAD TABLETS**  
 Known all over the world!

Only genuine with the name  
**BASCH!**

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## NEW NOVELS.

"Priscilla." The people of Mrs. George Wemyss's novels inhabit a sunny world; and everybody who has once been admitted to it will enjoy the extension of that privilege in "Priscilla" (Constable). Here are, again, the people of Popham, and echoes of the professional aunt; the inimitable children and the faithful servants—here, too, the same naïveté, and the familiar cheerful and whole-hearted confidence in well-bred humanity. Priscilla is adorable; so adorable that she possesses three hundred a year which has been left to her simply on account of her entrancing smile. You are to understand that when she smiles all mankind (and more wonderful still, all womankind) is straightway disarmed; and perhaps the best thing about this delightful book is that Mrs. Wemyss has succeeded in translating the intangibility of a smile into something visible through the veil of printer's ink. Priscilla is very young, but married to a young man who appears to be as charming as herself.

"A Christmas Garland."

Mr. Max Beerbohm has been amusing himself from time to time by "playing the sedulous ape" to some modern writers. His efforts are collected in "A Christmas Garland" (Heinemann), for the entertainment, and perhaps the enlightenment, of the great men's admirers—for the entertainment, too, of Mr. Beerbohm's admirers. It is interesting to see the caricaturist translated into print, his extravagances visibly controlled, his grotesques modified to a sympathetic enlargement of the foibles of the eminent. Mr. Beerbohm smiles; but it is a respectful smile,

with no more of a wink at the reader than the decencies permit. What could be neater than his interpretation of Mr. Henry James on the small boy and his sister observing the bulging Christmas stockings at their bedposts?—"It was plain that his sister was now watching him between her eye-lashes. He had half expected that. She really was—he had often told her—she really was—magnificent; and her magnificence was never more obvious than in the pause that elapsed before she all of a sudden remarked, 'They very indubitably are, you know!'" If it is not invidious to make a selection in a volume of this sort, a book meant to be dipped into by people to whom wit is ever rare and precious, we may be allowed to choose, besides the James chapter, the reflection of the late George Meredith in "Euphemia Clashthrought." The Meredithian phrase: "She swam to the bell-rope and grasped it for a tinkle," is in keeping with the rest of this delightful fragment, which shows clever Mr. Beerbohm at his best.

"Erica." We have had the unpleasant Erica before, and Lady Clifford promises us a third instalment of her history presently: her success is a sad confirmation of the fact that disagreeable people



Photo, Topical.

## RACING AT THE ANTIPODES: THE FINISH OF THE MELBOURNE CUP.

The race for the Melbourne Cup was run on the course at Flemington, near Melbourne, on November 5. Mr. W. Brown's *Piastra* was first, Mr. F. Murtion's *Hallowmas* second, and Mr. Reid's *Uncle Sam* third.

are often much more interesting than blameless ones—especially in novels. "Erica" (Smith, Elder) carries the scheming young woman from her marriage to a man much too good for her to her premature widowhood, and leaves her with a baby. Her duplicity and her selfishness are horrifying, and no one is likely to regret that a timely accident removes the faithful Tom before all his faith in her is swept away, though little enough remains after a couple of years of wedlock. This is a tantalising book, written, as it is, with all Mrs. Henry de la Pasture's exact analysis of character; because it is plain that the important development of Erica is yet to come. She is only a clever and second-rate young person, who makes the best worldly use of her beauty, so far, and we are left wondering what the baby will do. We are told he takes after her: retribution and a wholesome discipline appear to be in store. Selfish young women *do* develop into admirable mothers, by transferring the centre of their devotion to their offspring—continuing, so to speak, to adore themselves, but a step removed. Altruism is certainly incompatible with the more jealous family virtues. Erica, we may be sure, will fight for her cub. So we are left, on the breathless brink of the next volume.



Photo, Topical.

## THE MOTOR AT THE ANTIPODES: A FLEET OF CARS AT THE VICTORIA DERBY AT MELBOURNE.

That the motor-car is as popular at the Antipodes as it is in Europe is evident from the above photograph, taken at the Flemington races, near Melbourne, on the occasion of the Victoria Derby on November 2. The race was won, it may be mentioned, by Mr. E. E. D. Clarke's *Wolawa*.

Their nursery is empty, and Priscilla will not admit that she is repining; on the contrary, she goes out of her way to compliment other women on the beauty of their babies, and to make the acquaintance of strange children. She revels in joyous misunderstandings with





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AN INEXPENSIVE  
BUT MOST USEFUL GIFT—  
USEFUL ALL THE YEAR ROUND—  
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## "NUGGET" BOOT POLISHING OUTFIT

A "NUGGET" OUTFIT contains:  
1 Tin of "NUGGET" POLISH.  
1 Special Brush (pure bristles).  
1 Polishing Pad ("Selvty").

IN BLACK OR BROWN.  
Of all Bootmakers and Stores, or  
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receipt of 1/- (or in metal case 1/3)

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## 'DURHAM-DUPLEX' SHAVING.

DURHAM-DUPLEX Shaving is PERFECT because the Razor is PERFECT. A real "Razor," but with superb double-edged Blades securely guarded. Anyone can use it safely and expertly. It is applied FLAT to the face and glided. IT SMOOTHS THE HAIR OFF.

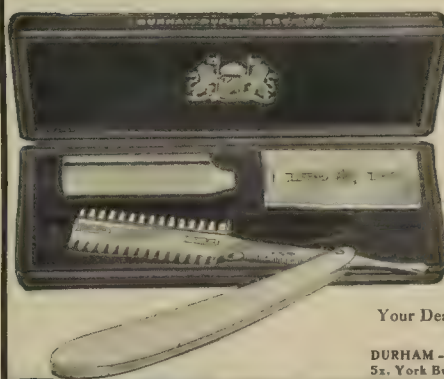
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Same action and same blades with all three.

Durham-Duplex Silver-plated Set. Razor, Safety Guard, Strop-ting Attachment, Blade Box, Six Double-edged Blades, Handsome Case

Durham-Derby Nickel-plated Set. Razor, Safety Guard, Strop-ting Attachment, Six Double-edged Blades. Neat Case.

Durham-Demonstrator Razor, Safety Guard and Double-edged Blade. With Coupon enabling exchange for better Set. Credit 2/6



Recommended  
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Journal,"  
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leading Experts.  
Used by the  
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ALL.

Your Dealer can supply you. If any difficulty apply to  
DURHAM-DUPLEX RAZOR CO., Ltd.,  
52, York Buildings, Adelphi, LONDON, W.C.

# Xmas Excursions

Whether you want a real holiday at Xmas (i.e. a thorough change that will brace up the health for the coming arduous months), or merely to visit friends or home, you should secure a copy of the **G.W.R. XMAS EXCURSIONS PROGRAMME**. Full list of excursions and cheap ticket arrangements from Paddington and other Stations for the Holidays—Dates, Trains, Places, Fares. Obtainable free at G.W.R. Stations and Offices, or from Enquiry Office, G.W.R., Paddington Station, London, W. Send a post card now.

FRANK POTTER,  
General Manager.

## The Xmas Holiday Line

*How very strange! I smell a whole garden & there is nothing but a bottle.*

## IROMA

Sample bottles of Iroma are sent post free, on receipt of 3d. in stamps.  
Address:  
108-9, Fore Street, E.C.  
The perfume is extracted 26 per bottle 1/6, 2/6, 4/6, 9/6.  
The CROWN PERFUMERY CO. LONDON and PARIS.

A perfectly ravishing Bouquet redolent of all the charms of old English gardens.

Manufacturers also of the celebrated "Crown" Lavender Salts.

# BENSON'S

## FINE GEM RINGS

LARGEST STOCK.

Highest Quality. Best Value. At Lowest Cash Prices.  
Or the economical and equitable "Times" system of MONTHLY PAYMENTS is available.

### 62 & 64, LUDGATE HILL, E.C.

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Rubies or Sapphires and Diamonds, £26 6s.

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No matter what your Respiratory organs may be suffering from, whether Asthma, Influenza, Nasal Catarrh, or ordinary Cough, you will find in this famous remedy a restorative power that is simply unequalled.

Free Sample and detailed Testimonials free by post. —Sold in tins, 4s. 3d.

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THE ROUGHEST CHANNEL or OVERSEAS PASSAGE may be made in absolute comfort. MOTHERSILL'S will PREVENT and CURE SEA and TRAIN SICKNESS, or money refunded.

Testified by Royalty, Nobility, Clergy, Army, &c. Analysed by Sir Chas. A. Cameron, C.B., M.D., Pres. Soc. Public Analysts.

Motherstill Remedy Co., 19, St. Bride Street, London, E.C.

2/3 and 4/6 per box.

## THE MEXICAN

### HAIR RENEWER

PREVENTS the Hair from falling off. RESTORES Grey or White Hair to its ORIGINAL COLOUR.  
**IS NOT A DYE.**  
Of all Chemists and Hairdressers, Price 3s. 6d. per Large Bottle.

Prepared only by the ANTO-AMERICAN DYE CO., Ltd., 81, Farringdon Road, London, E.C.4.



## WILLS AND BEQUESTS.

THE will (dated Dec. 16, 1909) of Mr. JOHN MOYER HEATHCOTE, of Conington Castle, Huntingdon, who died on Aug. 3, is proved by John Norman Heathcote, son, and Charles Gilbert Heathcote, brother, the value of the estate being £161,789. Having made provision for his younger son, Arthur Ridley, on his marriage, he gives £14,000 to his daughter Evelyn Mary, and appoints to her settlement funds of £6000; £200 to his brother Charles Gilbert; £100 each to his nephew and nieces, Walter Heathcote, Isabel Heathcote, and Mabel Heathcote; £100 to his sister Mary Emily Heathcote; legacies to servants; and the residue to his son John Norman.

The will (dated Oct. 13, 1911) of Mr. WILLIAM KAULLA, of Austin Friars House, City, and 1, Carlos Place, Mount Street, W. who died on Oct. 6, is proved by Max Leopold Biederman and Sir Ernest Frederick Schill, the value of the property amounting to £124,270. The testator gives £100 each to the executors for the purchase of a souvenir; £1500 each to Rudolph and William Kaulla; £2000 to William Fournier; £3000 to Miss Annie Horton; £12,000 to Miss Babet Polak; £15,000 to his cousin Hofrath Edward Kaulla, and £2500 each to his children; £500 to his servant William Bowring; £200 to the Stock Exchange Benevolent Fund; £500 to the executors for charitable purposes; £500 for distribution among the employees of A. Biederman and Co.; and the residue to the children of his deceased brothers Max and Albert.



MISS ALICE WILMA, THE CELEBRATED SOPRANO, WHO HAS JUST BECOME ENGAGED TO MR. ERNEST J. MARSHALL, ELDER SON OF MR. HERBERT AND LADY MARSHALL.

The will (dated February 4, 1910) of Mr. WILLIAM YATES COCKBURN, J.P., D.L., of Lincoln House, Surbiton, who died on Sept. 24, is proved by two sons, the value of the property being £59,283. He gives Elmers Cottage to his son Ernest Clayton; freehold land adjoining Lincoln House to his son Nathaniel Clayton, his horses, carriages, and the contents of his residence to his daughter Violet Fanny; and the money invested and at the bank to his



OBTAINABLE BY OXO COUPONS: A GRAVURE OF SHERIDAN KNOWLES' FINE PICTURE, "NOW FOR A LEAP."

Three new gravure pictures by well-known artists are offered by the Oxo Company in exchange for a certain number of Oxo coupons, on the same terms as before. The pictures are "Now for a Leap," specially painted for the company by Sheridan Knowles, "Drake on the 'Revenge,'" and "John Bunyan and his Blind Daughter." Particulars can be obtained from the Oxo Picture Department, Thames House, London, E.C.

children other than Nathaniel, who is amply provided for.

The following important wills have been proved—  
Mr. Richard Harwin, Boughton, Norfolk . . . £88,904  
Mr. George Busk Crow, Highfield, South Rock Ferry, Chester. . . £87,024  
Mr. George Longden, Long Eaton, Derby . . . £60,070

Modern competitive conditions demand that a boy should be quick, alert, intelligent, and possessed of keen powers of observation. But the faculty of observation—one of the most vital—needs encouragement and development.

To help the development of this faculty should be the continued endeavour of all parents and guardians, whatever they desire a boy to succeed in. The ideal present for a boy is one that arouses his real interest and excites his curiosity to examine further—in short, to "find out" things. This is admirably done by the Scale Model Railway made by Bassett-Lowke, Ltd., of Northampton, from which address a descriptive booklet can be obtained by post. In a Bassett-Lowke model railway, there are coaches with doors to open, signals which light and work, ground discs



A TROPHY PRESENTED TO THE VALPARAISO SPORTING CLUB: THE LADIES' PLATE.

This handsome trophy was presented to the Valparaíso Sporting Club for their Ladies' Plate, by Mr. H. S. Sydney Merritt. It is a piece of classic design and ornamentation, standing on a pedestal of ebony. It was designed and made by the Goldsmiths and Silversmiths Co., Ltd., of 112, Regent Street, W.

and point lamps, junctions and switches, and little levers, to move them, all built exactly to scale. In fact, everything

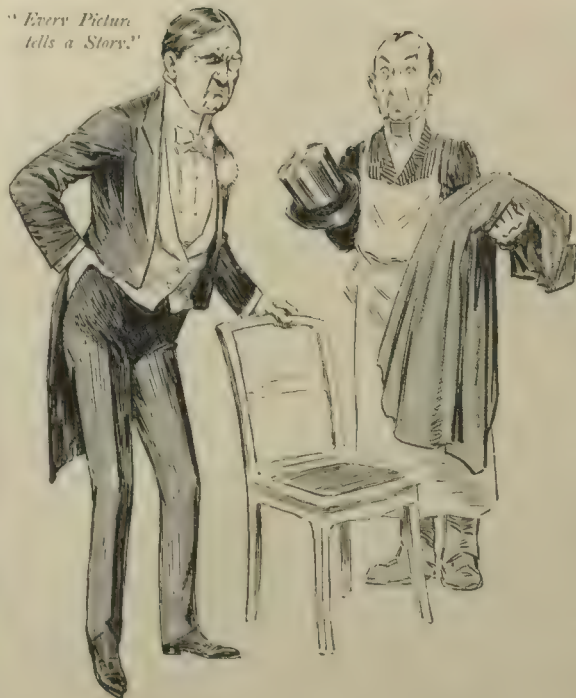


A LINE ON WHICH STRIKES NEVER OCCUR: A BASSETT-LOWKE SCALE MODEL RAILWAY.

is so faithfully reproduced that it is hard to tell in photographs a Bassett-Lowke model engine from a real locomotive.

## DIET and its bearing on RENAL DISEASES

"Every Picture tells a Story."



Social life of to-day with its constant public luncheons, dinner parties and receptions, makes it almost impossible to observe that prudence in diet which common-sense dictates. We know that rich, sweet, and highly seasoned dishes, too much meat, wines and spirits mean an increase of uric acid, yet it is not easy to ban them from our dietary. Consequently there is a decided growing tendency to uric acid and other kidney ills—rheumatism, gout, sciatica, gravel, and stone being principal among them.

When in the grip of any of these serious complaints, one is obliged to diet oneself vigorously to avoid dangerous complications; but it is obviously much wiser to make some effort to keep down the uric acid as soon as there is any such indication of excess as stiffness or twinges of pain in the muscles or joints, backache, neuralgic pains, brick-dust sediment, dropsical swellings, kidney or bladder weakness, pain or heat in seeking relief, acidity, or a heavy, drowsy, irritable feeling.

Doan's Backache Kidney Pills are a specific for uric acid troubles, and are of the highest value, provided patient observes care in diet, and pays attention to the laws

of health regarding fresh air, regular habits and organised exercise. Doan's Pills help to dispose of excess uric acid and collected water, cleanse the channels from obstructing deposits, and tone up the kidney-cells which separate the uric acid and waste water from the blood.

Some people generate uric acid much more freely than others; such patients should take a Doan's Pill each night on retiring, to stem the nightly tide of this mischievous acid.

2/9 per box, six boxes for 13/9. FOSTER-MCCLELLAN CO., 8, Wells Street, Oxford Street, London, W.; also at Buffalo, N.Y., U.S.A., Cape Town, S.A., and Sydney, Australia.

**DOAN'S** Backache Kidney **PILLS** for **RENAL TROUBLES**



# The "Universal"

## COFFEE PERCOLATORS and TEA POTS



Coffee boiled in ordinary pots or percolators loses its fine aroma—becomes bitter and unwholesome.

In the "UNIVERSAL" Coffee Percolator the aromatic and invigorating essence of the coffee is extracted before the water boils.

Coffee thus made is perfect—free from the elements which cause this delightful beverage to disagree with so many people when made in the ordinary way.

The Tea-making principle of the "UNIVERSAL" Teapot is the same as that adopted in China and Japan, where the art of "infusing" in perfection is thoroughly understood.

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manufacture handkerchiefs and hold thousands of dozens in stock ready to send off at a moment's notice.

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**Lowest BELFAST Prices:**

No. 58. Gentlemen's Linen Cambric Handkerchiefs with hand-embroidered Old English initial, about 20 inches square. Per dozen. **11/9**

Sample Handkerchief, post free, 1s.

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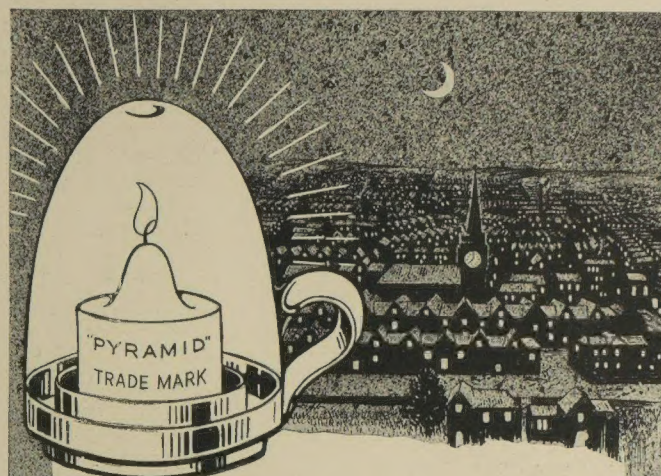
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## CLARKE'S PYRAMID NIGHT LIGHTS

illuminate the bed chamber. A soft, even light for nine hours. No water or attention required. Fire-proof plaster base.

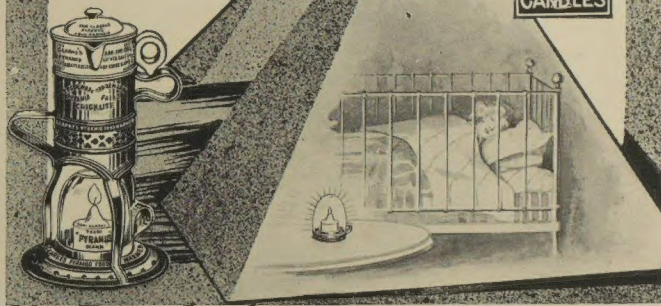
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Clarke's Pyramids are larger than ordinary Night Lights, and give more light and heat.

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FAIRY LIGHT WORKS,  
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The man who doesn't love a good rifle is born without one of the natural instincts possessed by normal Britishers. That explains the great popularity of the B.S.A. Air Rifle. It is in every sense a "good" weapon. It is capable of the most serious target and sporting work up to 50 yards range; its accurately-made "Adder" pellets cost but 2½ per 1,000 rounds; it is the only rifle that can be used with safety in and around the house; and since it is manufactured on the same sound lines as the British Service Rifle, it has a permanent pleasing power free from breakdown worries. Further, it makes little noise, no smoke or fire, and entails none of the messy cleaning troubles of a cartridge rifle. Price from 40s. These are the reasons why we ask you to consider the B.S.A. Air Rifle as an out-of-the-ordinary Xmas present—one which will be fully appreciated not only by the adults but by the boys, and even by the ladies. Three Models are made—Standard, Light, and Junior.

May we send you the "Book of the Air Rifle." 64 pp., illustrated—post free?

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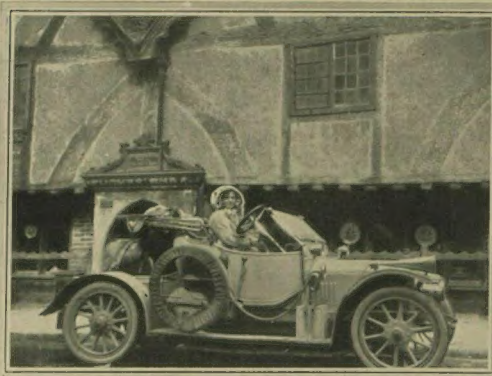
London:—28,  
Cornhill, E.C.,  
and 5, Waterloo  
Place, S.W.



## THE CHRONICLE OF THE CAR.

## To Test the Cycle-Car.

I must say that I like the suggestion, made in the *Motor World*, that the Scottish Automobile Club should hold a long-distance trial in the Highlands of the new motor-vehicle, known as the "cycle-car." Incidentally and by the way, why "cycle-car"? It seems to me that the term is an entirely misleading one, inasmuch as it is a hybrid, and, I am sure, tends to produce a cross-bred vehicle—something which is neither car nor cycle, possessing all the vices of both and the virtues of neither. Surely, if we were to know the type as a "light car" it would fill the bill sufficiently well, and would, in addition, encourage the production of something a great deal more practical than has resulted from the endeavour to reconcile two entirely different lines of practice. But to return to the suggested trial. The first thing that any production has to do before it can successfully appeal to the suffrages of the community is to prove itself, and this the light car has yet to do. In earlier years the motor-car itself had to go through this proving process, and nowhere was the process harder or more productive of excellent result than on the Scottish roads and under the auspices of the Scottish A.C. I should say that nothing in the way of reliability trials has had so much influence on the development of the



OUTSIDE THE OLD CHEESEHILL RECTORY AT WINCHESTER.  
MR. EDGAR RANGER'S 15-H.P. STRAKER-SQUIRE.

car as the Scottish Trials. That is precisely the process through which the new light car will have to be put if it is to make any mark in motoring. It requires to be tested under the same rigid rules and conditions to which its big sister was submitted in its early days; and when it has, in the mass, been put through three or four Scottish Trials and has begun to get through them successfully, it will be time enough to talk about it as a really practical proposition.

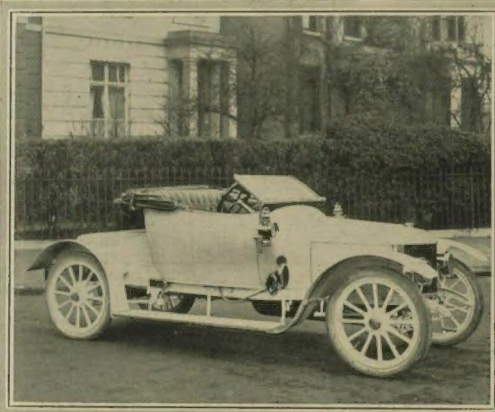
There is undoubtedly a large market for the cheap light car, when it has been practically evolved. A large public is waiting and asking for it—that public which is now purchasing cheap American cars; and, that being so, I trust the Scottish A.C., which has had more experience of the conduct of reliability trials than any other organisation, and which has roads of the requisite severity within its territory, will announce its willingness to organise and conduct such a trial as that suggested.

**The Paris Show.** The Paris Motor Show is now in full swing and is proving quite as successful in its way as our own function at Olympia. The interest, however, is of a rather different nature, for whereas at Olympia one goes intent upon the discovery of things new and improved, one visits the Salon simply as a spectacle. At one time, of course, it was necessary to cross to Paris to see the

new designs, which were never disclosed until the date of the Salon; but since Great Britain became the largest motor market on this side of the Atlantic, and the British manufacturer overtook his Continental rival, all this has been altered. Nowadays, everything that is worth seeing is displayed at Olympia. London has annexed the interest while Paris still holds the spectacle. Anything more different than the two Shows it is scarcely possible to imagine. Olympia, as everyone knows, is now hopelessly inadequate to accommodate all who wish to display their wares, while in the Paris Salon there is room and to spare. The consequence is that the French are able to make their Motor Show a thing of beauty, while ours is distinctly utilitarian.

I have only been able to make a flying visit to the Show, but I do not think I have missed any novelty in design which is worth recording. The thing that struck me most was not the cars themselves, but the extent to which the British and American makes are coming into favour. At least half-a-dozen makers of each nationality are exhibiting direct, and when I say that stand expenses alone amount to about £400, I think it will be conceded that they are not all exhibiting for the pure fun of the thing—there must be business doing to justify the expenditure. In connection with the Paris Show I had a unique experience. In previous years the train and boat have

(Continued on next page.)



FITTED WITH A TWO-SEATED TORPEDO CARRIAGE BODY.  
A 12-H.P. FOY STEELE CAR.

This car, complete with body, hood, single-joint wind-screen, tyres, five lamps, and full kit of tools, is sold at £250. It was built to the design of Messrs. Charles Jarrott, Ltd., of 35, Sackville Street, Piccadilly.



SHOWN IN THE PARIS MOTOR EXHIBITION: A 25-50-H.P. ARGYLL  
STREAMLINE LIMOUSINE.

The car is fitted with an Argyll single-sleeve-valve engine and diagonally compensated braking system on all four wheels. It also has a C.A.V. lighting set, and Dunlop detachable wire wheels. The bodywork is by Argylls, Ltd.

## EARLY MOTOR-CAR TYPES.

The recent Motor Exhibition at Olympia has transcended all others in the number and magnificence of exhibits, as well as in record attendance. With the memories of the Olympian splendour still distinct, no more fitting period could be chosen for the introduction of a series of early motor-car types. They will serve as a reminder to be unparalleled by any other modern invention, for it is barely eighteen years since the first vehicle propelled by internal combustion ran on English roads.

The car illustrated is an early Panhard, fitted with solid rubber tyres, which was running in France in 1892. The direct connection between the Dunlop pneumatic tyre and this antique may not at first be apparent, but in tracing the evolution of the car from 1892 to 1912 the pneumatic tyre cannot be eliminated. The Dunlop, the first practical pneumatic tyre, was invented in 1888, and it revolutionised the cycle industry. Early motor-cars were fitted with solid tyres, but as the desire for higher speeds and enhanced comfort grew, the pneumatic became a necessity, and its adoption brought in its train immensely improved engine design and lighter and more delicate mechanism.

From its birth in 1888 onwards the Dunlop has ranked foremost in popular estimation. This distinction has been achieved by pursuing a policy of never falling below the highest standard. By such means public confidence has been retained, and if proof of this were needed it could be found in the comparative tyre figures at the recent Motor Exhibition—

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| All other makes combined | 1,356 |
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1892



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P. 21.

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*The Sphere Girl*

AT THE BALL.

The whirl of the one-step and the Boston have no terrors for the 'SPHERE GIRL.' She can foot it with the best, knowing that she will look smart and trim to the end of the programme.

Ask for Booklet, "The Evolution of the Suspender," post free.

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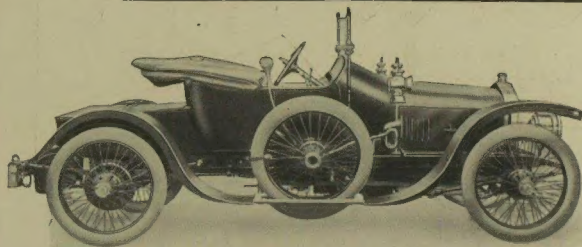
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COMFORTABLE  
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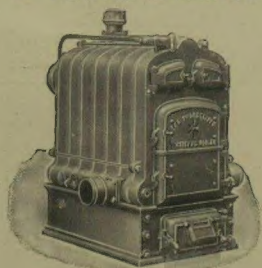
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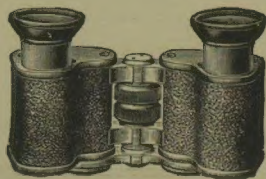
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ARE EFFECTIVE,  
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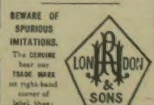


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